# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

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# TIME TABLE

FOR THE

# LOS ANGELES DIVISION

# 170

To Take Effect Sunday, January 3, 1937, at 12:01 A. M.

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**PACIFIC STANDARD TIME (120th MERIDIAN)**

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**For the government and information of employes only.**

A. T. MERCIER,
*General Manager.*

W. B. KIRKLAND,
*Superintendent of Transportation.*

L. U. MORRIS,
*Assistant General Manager.*

C. F. DONNATIN,
*Superintendent.*

## VENTURA SUBDIVISION

| Capacity of Sidings in Car Lengths | EASTWARD | Distance from San Francisco | Time Table No. 170<br>January 3, 1937<br>Ojai Branch<br>STATIONS | Distance from Ventura Junc. | WESTWARD |
|---|---|---|---|---|---|
| 17 PWOT | | 412.3 | OJAI<br>3.4 | 15.0 | |
| 8 | | 408.9 | TICO<br>2.1 | 11.6 | |
| 10 | | 406.8 | OAKVIEW<br>3.9 | 9.5 | |
| 5 | | 402.9 | CANET<br>2.1 | 5.6 | |
| | | 400.8 | ORTONVILLE<br>3.5 | 3.5 | |
| | | 397.3 | VENTURA JCT. | 0.0 | |
| | | | (15.0) | | |

Service by Extra Trains Only.
List of Intermediate Spurs page 12.

## VENTURA SUBDIVISION

| Capacity of Sidings in Car Lengths | EASTWARD | Distance from San Francisco | Time Table No. 170<br>January 3, 1937<br>Burbank Branch<br>STATIONS | Distance from Burbank | WESTWARD |
|---|---|---|---|---|---|
| 91 PWY | | 445.5 | TO CHATSWORTH<br>3.6 | 21.3 | |
| | | 449.1 | CROSSING P. E. RY.<br>0.1 | 17.7 | |
| 37 | | 449.2 | CANOGA PARK<br>4.2 | 17.6 | |
| 37 | | 453.4 | TARZANA<br>2.0 | 13.4 | |
| 33 | | 455.4 | ENCINO<br>3.0 | 11.4 | |
| | | 458.4 | CROSSING P. E. RY.<br>0.0 | 8.4 | |
| 39 | | 458.4 | VAN NUYS<br>1.5 | 8.4 | |
| 38 | | 459.9 | KESTER<br>1.3 | 6.9 | |
| | | 461.2 | GARNSEY<br>1.6 | 5.6 | |
| | | 462.8 | NORTH HOLLYWOOD<br>1.8 | 4.0 | |
| | | 464.6 | MACNEIL<br>2.2 | 2.2 | |
| 45 WY | | 466.8 | BURBANK | 0.0 | |
| | | | (21.3) | | |

Service by Extra Trains Only.
List of Intermediate Spurs page 12.

## VENTURA SUBDIVISION

### EASTWARD

| | SECOND CLASS | FIRST CLASS | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Capacity of Sidings in Car Lengths | 812<br>Freight | 72<br>Passenger | 350<br>Motor | 98<br>Daylight | 70<br>Coaster | 76<br>Lark | 2<br>Sunset Limited | Distance from San Francisco | | Time Table No. 170<br>January 3, 1937<br>STATIONS | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | |
| BKPWOT Yard | 9.45PM | 6.15PM | 4.30PM | 4.25PM | 7.50AM | 6.00AM | 5.10AM | 370.7 | | TO-R SANTA BARBARA<br>1.2 | D.T. |
| | 9.50 | 6.20 | 4.35 | 4.30 | 7.55 | 6.05 | 5.15 | 371.9 | | E. STA. BARBARA<br>1.5 | |
| | | | | | | | | 373.4 | | MONTECITO<br>0.5 | |
| | | | | | | | | 373.9 | | BILTMORE<br>0.7 | |
| | | | | | | | | 374.6 | | MIRAMAR<br>1.6 | |
| P | | | | | | | | 376.2 | | SUMMERLAND<br>1.1 | |
| 89 P | 10.05 | 6.27 | 4.42 | 4.37 | 8.02 | 6.12 | 5.22 | 377.3 | | ORTEGA<br>3.9 | |
| 42 P | 10.16 | 6.32 | 4.47 | 4.42 | s 8.07 | 6.17 | 5.27 | 381.2 | | TO CARPINTERIA<br>2.2 | |
| 44 P | 10.21 | 6.36 | | | 8.11 | 6.21 | 5.31 | 383.4 | | WAVE<br>1.1 | |
| P | | | | | | | | 384.5 | | BENHAM<br>1.2 | |
| 42 P | 10.30 | 6.40 | | | 8.15 | 6.25 | 5.35 | 385.7 | | PUNTA<br>2.9 | |
| 67 P | **10.52** | 6.44 | 4.57 | 4.52 | 8.19 | 6.29 | 5.39 | 388.6 | | SEACLIFF<br>4.3 | |
| 31 P | 11.02 | 6.50 | | | 8.25 | 6.35 | 5.45 | 392.9 | | DULAH<br>4.4 | |
| P | | | | | | | | 397.3 | | VENTURA JCT.<br>0.9 | |
| Yard 131 PW | 11.15 | s 7.02 | s 5.14 | 5.09 | s 8.36 | s 6.46 | f 5.56 | 398.2 | | TO VENTURA<br>2.0 | |
| | | | | | | | | 400.2 | | LEMON<br>3.0 | |
| 45 PY | 11.25 | 7.09 | 5.21 | 5.16 | 8.43 | 6.53 | 6.03 | 403.2 | A.B.S. | MONTALVO<br>4.6 | |
| BKOWYP 82 Yard | 11.38 | s 7.16 | s 5.27 | 5.22 | s 8.50 | 6.59 | f 6.10 | 407.8 | | TO OXNARD<br>4.3 | |
| 71 P | **11.52**PM | 7.22 | | | 8.56 | 7.05 | 6.16 | 412.1 | | LEESDALE<br>1.5 | |
| 32 | | | | | | | | 413.6 | | SUCROSA<br>3.0 | |
| 84 P | 12.02AM | 7.28 | f 5.39 | 5.34 | f 9.02 | 7.11 | 6.22 | 416.6 | | TO CAMARILLO<br>3.2 | |
| 44 P | 12.10 | 7.32 | 5.43 | 5.38 | 9.07 | 7.15 | 6.26 | 419.8 | | TO SOMIS<br>3.1 | |
| 69 P | 12.20 | 7.36 | 5.47 | 5.42 | **9.18** | 7.19 | 6.30 | 422.9 | | LAGOL<br>4.2 | |
| 76 PW | 12.35 | 7.42 | f 5.55 | | f **9.29** | 7.26 | 6.36 | 427.1 | | TO MOORPARK<br>5.1 | |
| 74 P | 12.50 | 7.49 | 6.05 | | 9.38 | 7.35 | 6.46 | 432.2 | | STRATHEARN<br>1.3 | |
| Spur 16 | | | | | f | | | 433.5 | | SIMI<br>4.0 | |
| 64 P | 1.04 | **7.59** | f 6.15 | | f 9.47 | 7.44 | 6.55 | 437.5 | | TO SANTA SUSANA<br>3.5 | |
| 77 P | 1.18 | 8.06 | 6.24 | 6.04 | 9.54 | 7.51 | 7.02 | 441.0 | | HASSON<br>4.5 | |
| 91 PWY | 1.33 | 8.15 | 6.33 | | f 10.03 | 8.00 | 7.11 | 445.5 | | TO CHATSWORTH<br>4.4 | |
| E 59 W 57 P | 1.41 | f 8.21 | f 6.40 | | f 10.09 | 8.06 | 7.17 | 449.9 | | TO NORTH LOS ANGELES<br>4.2 | |
| E 48 W 47 W | 1.49 | 8.27 | 6.46 | 6.21 | 10.14 | 8.12 | 7.23 | 454.1 | | RAYMER<br>0.9 | |
| I | | | | | | | | 455.0 | | RAYMER TOWER<br>Crossing P. E. Ry.<br>3.4 | |
| E 46 W 47 P | 1.57 | 8.33 | 6.51 | | 10.19 | 8.18 | 7.29 | 458.4 | | HEWITT<br>4.3 | |
| PI | 2.05AM | 8.39PM | 6.57PM | 6.30PM | 10.25AM | 8.25AM | 7.35AM | 462.7 | | TO BURBANK JCT. | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (92.0) | |
| | (4.20)<br>21.23 | (2.24)<br>38.33 | (2.27)<br>30.75 | (2.05)<br>44.17 | (2.35)<br>35.61 | (2.25)<br>38.06 | (2.25)<br>38.06 | | | ..............Time over District<br>........Average Speed per Hour | |

Dulah Siding will not hold more than 15 passenger cars and one engine.

List of Intermediate Spurs page 12.

Between points where 50 miles per hour is maximum speed, same is increased to 60 miles per hour for motors only, except through curves at MP 378.5, 379.5 and 403.21 maximum is 50 miles per hour. Other speed restrictions not affected.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 70 | Somis | Receive | Los Angeles | | Daily |
| 350 | Carpinteria | Receive | Glendale | | Daily |
| 350 | Carpinteria | Discharge | | Santa Barbara | Daily |

## VENTURA SUBDIVISION

Time Table No. 170

January 3, 1937

| | STATIONS | Distance from Burbank Jct. | WESTWARD<br>FIRST CLASS<br>99<br>Daylight<br>Arrive Daily | 71<br>Passenger<br>Arrive Daily | 349<br>Motor<br>Arrive Daily | 1<br>Sunset Limited<br>Arrive Daily | 75<br>Lark<br>Arrive Daily | 69<br>Coaster<br>Arrive Daily | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| D.T. | TO-R SANTA BARBARA<br>1.2 | 92.0 | s 10.35 AM | s 11.05 AM | s 3.45 PM | s 9.40 PM | s 11.20 PM | s 1.10 AM | | | | |
| | E. STA. BARBARA<br>1.5 | 90.8 | 10.30 | 11.00 | 3.38 | 9.35 | 11.15 | 1.05 | | | | |
| | MONTECITO<br>0.5 | 89.3 | | | | | | | | | | |
| | BILTMORE<br>0.7 | 88.8 | | | | | | | | | | |
| | MIRAMAR<br>1.6 | 88.1 | | | f | | | | | | | |
| | SUMMERLAND<br>1.1 | 86.5 | | | f | | | | | | | |
| | ORTEGA<br>3.9 | 85.4 | 10.23 | 10.49 | 3.27 | 9.27 | 11.08 | 12.55 | | | | |
| | TO CARPINTERIA<br>2.2 | 81.5 | 10.18 | f 10.44 | s 3.22 | 9.22 | 11.03 | 12.50 | | | | |
| | WAVE<br>1.1 | 79.3 | | 10.39 | 3.15 | 9.18 | 11.00 | 12.45 | | | | |
| | BENHAM<br>1.2 | 78.2 | | | | | | | | | | |
| | PUNTA<br>2.9 | 77.0 | | 10.35 | 3.11 | 9.14 | 10.56 | 12.40 | | | | |
| | SEACLIFF<br>4.3 | 74.1 | 10.08 | 10.31 | 3.07 | 9.10 | **10.52** | 12.36 | | | | |
| | DULAH<br>4.4 | 69.8 | | 10.25 | 3.01 | 9.04 | 10.46 | 12.30 | | | | |
| | VENTURA JCT.<br>0.9 | 65.4 | | | | | | | | | | |
| | TO VENTURA<br>2.0 | 64.5 | 9.51 | s 10.14 | s 2.50 | f 8.53 | s 10.35 | s 12.19 | | | | |
| | LEMON<br>3.0 | 62.5 | | | | | | | | | | |
| A. B. S. | MONTALVO<br>4.6 | 59.5 | 9.44 | 10.05 | f 2.40 | 8.46 | 10.28 | 12.09 | | | | |
| | TO OXNARD<br>4.3 | 54.9 | 9.38 | s 9.59 | s 2.34 | f 8.40 | f 10.22 | s 12.02 AM | | | | |
| | LEESDALE<br>1.5 | 50.6 | | 9.50 | 2.26 | | | **11.52 PM** | | | | |
| | SUCROSA<br>3.0 | 49.1 | | | | | | | | | | |
| | TO CAMARILLO<br>3.2 | 46.1 | 9.26 | f 9.44 | f 2.21 | 8.26 | 10.10 | f 11.46 | | | | |
| | TO SOMIS<br>3.1 | 42.9 | 9.22 | 9.39 | f 2.16 | 8.22 | 10.06 | 11.41 | | | | |
| | LAGOL<br>4.2 | 39.8 | **9.18** | 9.35 | 2.12 | | | 11.37 | | | | |
| | TO MOORPARK<br>5.1 | 35.6 | | f **9.29** | s 2.07 | 8.13 | 9.57 | f 11.31 | | | | |
| | STRATHEARN<br>1.3 | 30.5 | | 9.22 | 1.59 | 8.06 | 9.50 | 11.23 | | | | |
| | SIMI<br>4.0 | 29.2 | | | f | | | | | | | |
| | TO SANTA SUSANA<br>3.5 | 25.2 | | 9.15 | f 1.52 | **7.59** | 9.43 | 11.15 | | | | |
| | HASSON<br>4.5 | 21.7 | 8.56 | 9.10 | f 1.47 | 7.51 | 9.38 | 11.10 | | | | |
| | TO CHATSWORTH<br>4.4 | 17.2 | 8.48 | 9.01 | f 1.38 | 7.42 | 9.29 | 11.01 | | | | |
| | TO NORTH LOS ANGELES<br>4.2 | 12.8 | | f 8.56 | f 1.32 | 7.37 | 9.23 | f 10.54 | | | | |
| | RAYMER<br>0.9 | 8.6 | 8.39 | 8.51 | 1.25 | 7.32 | 9.17 | 10.47 | | | | |
| | RAYMER TOWER<br>Crossing P. E. Ry.<br>3.4 | 7.7 | | | | | | | | | | |
| | HEWITT<br>4.3 | 4.3 | | 8.46 | 1.20 | 7.26 | 9.11 | 10.41 | | | | |
| | TO BURBANK JCT. | 0.0 | 8.30 AM | 8.40 AM | 1.15 PM | 7.20 PM | 9.05 PM | 10.35 PM | | | | |
| | | (92.0) | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | |
| | Time over District<br>Average Speed per Hour | | (2.05)<br>44.17 | (2.25)<br>38.06 | (2.30)<br>36.80 | (2.20)<br>39.42 | (2.15)<br>40.88 | (2.35)<br>35.61 | | | | |

Dulah Siding will not hold more than 15 passenger cars and one engine.

List of Intermediate Spurs page 12.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 69 | Carpinteria | Discharge | | Los Angeles | Daily |
| 69 | Carpinteria | Receive | Salinas or where scheduled stop | | Daily |

Between points where 50 miles per hour is maximum speed, same is increased to 60 miles per hour for motors only, except through curves at MP 378.5, 379.5 and 403.21 maximum is 50 miles per hour. Other speed restrictions not affected.

## VENTURA SUBDIVISION

Time Table No. 170

January 3, 1937

Santa Paula Branch

| Capacity of Sidings in Car Lengths | | EASTWARD | | Distance from San Francisco | | STATIONS | Distance from Saugus | WESTWARD | |
|---|---|---|---|---|---|---|---|---|---|
| Yard | PY | | | 403.2 | | MONTALVO<br>4.4 | 45.5 | | |
| 60 | P | | | 407.6 | TO | SATICOY<br>3.4 | 41.1 | | |
| 13 | | | | 411.0 | | LIMCO<br>3.7 | 37.7 | | |
| 45 | PW | | | 414.7 | TO | SANTA PAULA<br>7.1 | 34.0 | | |
| | P | | | 421.8 | | SESPE<br>1.1 | 26.9 | | |
| Yard 40 | BKP | | | 424.5 | TO-R | FILLMORE<br>3.7 | 24.2 | | |
| 35 | P | | | 428.2 | | CAVIN<br>1.7 | 20.5 | | |
| | | | | 429.9 | | BUCKHORN<br>1.9 | 18.8 | | |
| 35 | PW | | | 431.8 | TO | PIRU<br>2.5 | 16.9 | | |
| 21 | | | | 434.3 | | CAMULOS<br>4.1 | 14.4 | | |
| 36 | P | | | 438.4 | | KEMP<br>5.7 | 10.3 | | |
| 37 | P | | | 444.1 | | CASTAIC<br>1.1 | 4.6 | | |
| | | | | 445.2 | | OBERG<br>2.7 | 3.8 | | |
| | | | | 447.9 | | PARDEE<br>0.8 | 0.8 | | |
| 78 Yard | BKOWY | | | 448.7 | TO-R | SAUGUS | 0.0 | | |
| | | | | | | (45.5) | | | |

Service by extra trains only.

List of Intermediate Spurs page 12.

## EASTWARD

| Capacity of Sidings in Car Lengths | SECOND CLASS<br>814<br>Freight | 810<br>Freight | 816<br>Freight | 812<br>Freight | FIRST CLASS<br>52<br>San Joaquin | 72<br>Passenger | 350<br>Motor | 98<br>Daylight | 70<br>Coaster | 76<br>Lark | 60<br>West Coast | 26<br>Owl | 2<br>Sunset Limited | 56<br>Tehachapi | Distance from San Francisco | Time Table No. 170<br>January 3, 1937<br>STATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | |
| W 78 Yard<br>E71BKWOYP | 9.00PM | **9.02AM** | 3.20AM | | 8.55PM | | | | | | 7.35AM | 7.05AM | | 5.05AM | 450.6 | TO-R SAUGUS<br>2.4 |
| Spur 63 P | | | | | | | | | | | | | | f | 453.0 | NEWHALL<br>0.7 |
| 80 | | | | | | | | | | | | | | | 453.7 | ELAYON<br>0.7 |
| | | | | | | | | | | | | | | | 454.4 | WALTZ JUNC.<br>2.2 |
| 58 P | 9.26 | 9.30 | 3.48 | | 9.08 | | | | | | 7.49 | 7.19 | | 5.21 | 456.6 | TUNNEL<br>2.6 |
| 83 P | 9.36 | **9.40** | 3.58 | | 9.12 | | | | | | 7.53 | 7.23 | | 5.26 | 459.2 | SYLMAR<br>2.6 |
| Yard 105<br>WOTP | **9.49** | 9.55 | 4.10 | | s 9.17 | | | | | | 7.58 | 7.29 | | s 5.33 | 461.8 | TO SAN FERNANDO<br>1.6 |
| 85 P | 9.54 | 10.01 | 4.15 | | 9.20 | | | | | | 8.01 | 7.32 | | f 5.38 | 463.4 | PACOIMA<br>2.2 |
| 39 P | | | | | | | | | | | | | | | 465.6 | WAHOO<br>2.3 |
| 96 P | 10.05 | 10.16 | 4.26 | | 9.26 | | | | | | 8.07 | 7.38 | | f 5.46 | 467.9 | ROSCOE<br>3.7 |
| 52 PI | 10.17 | 10.30 | 4.38 | 2.05AM | **9.32** | 8.39PM | 6.57PM | 6.30PM | 10.25AM | 8.25AM | 8.13 | 7.45 | 7.35AM | 5.54 | 471.6 | TO BURBANK JCT.<br>0.5 |
| PWY | | | | | f 9.33 | f 8.40 | f 6.58 | | f 10.26 | 8.26 | 8.14 | 7.46 | 7.36 | f 5.56 | 472.1 | BURBANK<br>2.2 |
| | | | | | | | | | | | | | | | 474.3 | SEPULVEDA<br>0.7 |
| | | | | | | | | | | | | | | | 475.0 | WEST GLENDALE<br>2.1 |
| P | | | | | s 9.43 | s 8.49 | s 7.05 | s 6.38 | s 10.33 | s 8.33 | s 8.23 | s 7.53 | s 7.43 | s 6.07 | 477.1 | GLENDALE<br>0.2 |
| I | | | | | | | | | | | | | | | 477.3 | GLENDALE TOWER<br>Crossing P. E. Ry.<br>2.4 |
| Yard<br>BKTWOP | 10.45PM | 11.00AM | 5.05AM | 2.30AM | | | | | | | | | | f | 479.7 | R LOS ANGELES YD.<br>0.9 |
| I | | | | | 9.54 | 8.59 | 7.14 | 6.46 | 10.44 | 8.43 | 8.34 | 8.04 | 7.54 | | 480.6 | DAYTON AVE. TOWER<br>1.3 |
| IY | | | | | 9.57 | 9.02 | 7.17 | 6.49 | 10.47 | 8.46 | 8.37 | 8.07 | 7.57 | 6.27 | 481.9 | RIVER STA. TOWER<br>0.6 |
| I | | | | | 10.01 | 9.06 | 7.21 | | 10.51 | 8.50 | 8.41 | 8.11 | 8.01 | 6.31 | 482.5 | NAUD JCT.<br>1.2 |
| Yard<br>BKYWP | | | | | s 10.10PM | s 9.15PM | s 7.30PM | s 7.00PM | s 11.00AM | s 9.00AM | s 8.50AM | s 8.20AM | s 8.10AM | s 6.40AM | 483.7 | TO-R LOS ANGELES |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (33.1) |
| | (1.45)<br>16.62 | (1.58)<br>14.79 | (1.45)<br>16.62 | (0.25)<br>19.44 | (1.15)<br>26.48 | (0.36)<br>20.16 | (0.33)<br>22.00 | (0.30)<br>24.20 | (0.35)<br>20.74 | (0.35)<br>20.74 | (1.15)<br>26.48 | (1.15)<br>26.48 | (0.35)<br>20.74 | (1.35)<br>20.90 | | ..............Time over District<br>........Average Speed per Hour |

A. B. S.

D. T.

**Schedule time and train orders at Burbank Jct., apply at end of double track.**

**At Saugus:** San Joaquin Division Time Table schedules and train orders apply at the east switch of the eastward siding.
Los Angeles Division Time Table schedules and train orders apply at the Junction switch of the Santa Paula Line.
The main track at Saugus between the Junction switch and east switch of the eastward siding may be used by any train, if track is known to be clear. Care must be taken not to delay first-class trains.

Revenue passenger trains must stop at Glendale.

Trains and engines moving on tracks, Los Angeles, must stop clear of fouling point unless proceed signal is received from yardman.

List of intermediate spurs page 12.

### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 2 | Burbank | Discharge | | Santa Barbara | Daily |
| 26 | San Fernando | Receive | Colton | | Daily |
| 26 | San Fernando and Burbank | Discharge | | Fresno | Daily |
| 60 | Saugus and San Fernando | Dscharge | | Stockton | Daily |
| 70, 52 | Los Angeles Yard | Receive and Discharge | D.H. Trainmen and Engnemen | | Daily |

## WESTWARD

| | Time Table No. 170<br>January 3, 1937 | Distance from Los Angeles | FIRST CLASS | | | | | | | | | | THIRD CLASS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 51 | 99 | 71 | 349 | 25 | 1 | 59 | 75 | 55 | 69 | 811 | 813 | 815 |
| | | | San Joaquin | Daylight | Passenger | Motor | Owl | Sunset Limited | West Coast | Lark | Tehachapi | Coaster | Freight | Freight | Freight |
| | **STATIONS** | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| A. B. S. | TO-R SAUGUS<br>2.4 | 33.1 | f 9.02AM | | | | s 7.10PM | | 8.50PM | | s 10.15PM | | 2.05AM | 10.15AM | 6.45PM |
| | NEWHALL<br>0.7 | 30.7 | | | | | | | | | f | | | | |
| | ELAYON<br>0.7 | 30.0 | | | | | | | | | | | | | |
| | WALTZ JUNC.<br>2.2 | 29.3 | | | | | | | | | | | | | |
| | TUNNEL<br>2.6 | 27.1 | 8.47 | | | | 6.57 | | 8.38 | | 9.59 | | 1.37 | 9.49 | 6.20 |
| | SYLMAR<br>2.6 | 24.5 | 8.42 | | | | 6.52 | | 8.34 | | 9.54 | | 1.27 | **9.40** | 6.12 |
| | TO SAN FERNANDO<br>1.6 | 21.9 | s 8.38 | | | | 6.48 | | 8.30 | | s **9.49** | | 1.14 | 9.27 | 6.05 |
| | PACOIMA<br>2.2 | 20.3 | 8.35 | | | | 6.45 | | 8.27 | | 9.44 | | 12.59 | 9.15 | 5.50 |
| | WAHOO<br>2.3 | 18.1 | | | | | | | | | | | | | |
| | ROSCOE<br>3.7 | 15.8 | 8.29 | | | | 6.39 | | 8.21 | | 9.38 | | 12.47 | 9.05 | 5.40 |
| D. T. | TO BURBANK JCT.<br>0.5 | 12.1 | 8.23 | 8.30AM | 8.40AM | 1.15PM | 6.33 | 7.20PM | 8.16 | 9.05PM | **9.32** | 10.35PM | 12.35 | 8.50 | 5.25 |
| | BURBANK<br>2.2 | 11.6 | s 8.22 | | f 8.39 | f 1.14 | 6.32 | 7.19 | 8.15 | 9.04 | f 9.29 | f 10.34 | | | |
| | SEPULVEDA<br>0.7 | 9.4 | | | | | | | | | | | | | |
| | WEST GLENDALE<br>2.1 | 8.7 | | | | | | | | | | | | | |
| | GLENDALE<br>0.2 | 6.6 | s 8.15 | s 8.22 | s 8.31 | s 1.07 | s 6.24 | s 7.11 | s 8.08 | s 8.56 | s 9.18 | s 10.26 | | | |
| | GLENDALE TOWER<br>Crossing P. E. Ry.<br>2.4 | 6.4 | | | | | | | | | | | | | |
| | R LOS ANGELES YD.<br>0.9 | 4.0 | | | | | | | | | f | | 12.10AM | 8.25AM | 5.00PM |
| | DAYTON AVE. TOWER<br>1.3 | 3.1 | 8.04 | 8.14 | 8.19 | 12.59 | 6.14 | 6.59 | 7.59 | 8.44 | | 10.14 | | | |
| | RIVER STA. TOWER<br>0.6 | 1.8 | 8.01 | 8.11 | 8.16 | 12.56 | 6.11 | 6.56 | 7.56 | 8.41 | 8.51 | 10.11 | | | |
| | NAUD JCT.<br>1.2 | 1.2 | | | | | | | | | | | | | |
| | TO-R LOS ANGELES | 0.0 | 7.50AM | 8.00AM | 8.05AM | 12.45PM | 6.00PM | 6.45PM | 7.45PM | 8.30PM | 8.40PM | 10.00PM | | | |
| | (33.1) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | Time over District.............<br>Average Speed per Hour........ | | (1.12)<br>27.58 | (0.30)<br>24.20 | (0.35)<br>20.74 | (0.30)<br>24.20 | (1.10)<br>28.37 | (0.35)<br>20.74 | (1.05)<br>30.55 | (0.35)<br>20.74 | (1.35)<br>20.90 | (0.35)<br>20.74 | (1.55)<br>15.18 | (1.50)<br>15.87 | (1.45)<br>16.62 |

**Schedule time and train orders at Burbank Jct., apply at end of double track.**

No. 25 will reduce speed at Burbank to receive mail.

At Saugus: San Joaquin Division Time Table schedules and train orders apply at the east switch of the eastward siding.
Los Angeles Division Time Table schedules and train orders apply at the Junction switch of the Santa Paula Line.
The main track at Saugus between the Junction switch and east switch of the eastward siding may be used by any train, if track is known to be clear. Care must be taken not to delay first-class trains.

Revenue passenger trains must stop at Glendale.

Trains and engines moving on tracks, Los Angeles, must stop clear of fouling point, unless proceed signal is received from yardman.

Engineers will start trains at Los Angeles on hand signal from trainmen only.

List of Intermediate Spurs page 12.

**ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS**

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 1 | Burbank | Receive | Santa Barbara | | Daily |
| 25 | Burbank<br>San Fernando | Receive | Mojave | | Daily |
| 59 | San Fernando, Saugus | Receive | Stockton | | Daily |
| 51, 69 | Los Angeles Yard | Receive and Discharge | D. H. Train and Enginemen | | Daily |

# POMONA SUBDIVISION

| | EASTWARD | | | | | | | | | | | | Time Table No. 170<br>January 3, 1937 | | WESTWARD | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Capacity of Sidings in Car Lengths | THIRD CLASS | | | | | FIRST CLASS | | | | | | Distance from San Francisco | | Distance from Colton | FIRST CLASS | | | | | |
| | 830 | 828 | 826 | 824 | 822 | 820 | 4 | 44 | 6 | 2 | 12 | | STATIONS | | 819 | 5 | 43 | 3 | 1 | 11 |
| | Freight | Freight | Freight | Freight | Freight | The Imperial | Golden State Limited | Californian | Argonaut | Sunset Limited | Apache | | | | The Imperial | Argonaut | Californian | Golden State Limited | Sunset Limited | Apache |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| Yard BKTWOP | | | | | | | | | | | | 479.7 | R LOS ANGELES YARD<br>0.9 | 59.3 | | | | | | |
| I | | | | | | | | | | | | 480.6 | DAYTON AVE. TOWER<br>1.3 | 58.4 | | | | | | |
| IY | | | | | | | | | | | | 481.9 | RIVER STATION TOWER<br>0.5 | 57.1 | | | | | | |
| | | | | | | | | | | | | 482.4 | MISSION JUNCTION | 56.6 | | | | | | |
| Yard BKTWOP | 10.00PM | 9.40PM | 4.15PM | 7.30AM | 1.30AM | | | | | | | 479.7 | R LOS ANGELES YARD<br>0.9 | 58.5 | | | | | | |
| I | | | | | | | | | | | | 480.6 | DAYTON AVE. TOWER<br>1.4 | 57.6 | | | | | | |
| | | | | | | | | | | | | 482.0 | EAST BANK JUNCTION | 56.2 | | | | | | |
| Yard BKYWP | | | | | | 9.30PM | 8.15PM | 8.10PM | 8.00PM | 10.00AM | 9.15AM | 483.7 | TO-R LOS ANGELES<br>1.2 | 58.3 | s 6.00AM | s 7.10AM | s 7.15AM | s 7.30AM | s 5.00PM | s 9.40PM |
| I | | | | | | 9.39 | 8.24 | 8.19 | 8.09 | 10.09 | 9.24 | 482.5 | NAUD JCT.<br>0.5 | 57.1 | 5.51 | 6.56 | 7.06 | 7.16 | 4.51 | 9.26 |
| | | | | | | | | | | | | 482.4 | MISSION JCT.<br>0.1 | 56.6 | | | | | | |
| I | | | | | | | | | | | | 482.5 | CROSSING A. T. & S. F. RY.<br>0.1 | 56.5 | | | | | | |
| | | | | | | | | | | | | 482.6 | CROSSING L. A. & S. L. RY.<br>0.2 | 56.4 | | | | | | |
| | | | | | | | | | | | | 482.8 | EAST BANK JUNCTION<br>1.8 | 56.2 | | | | | | |
| | | | | | | | | | | | | 484.6 | AURANT<br>3.1 | 54.4 | | | | | | |
| 67 IP | 10.30 | 10.10 | 4.45 | 8.00 | 2.00 | s 9.58 | s 8.43 | s 8.38 | s 8.28 | s 10.27 | s 9.42 | 487.7 | TO ALHAMBRA<br>2.9 | 51.3 | s 5.25 | s 6.35 | s 6.44 | s 6.55 | s 4.29 | s 9.04 |
| 88 P | 10.36 | 10.16 | 4.51 | 8.06 | 2.06 | 10.03 | **8.54** | 8.43 | 8.33 | 10.31 | 9.46 | 490.6 | SAN GABRIEL<br>4.0 | 48.4 | f 5.16 | 6.27 | 6.37 | 6.50 | 4.22 | **8.54** |
| 75 P | 10.44 | 10.24 | 4.59 | 8.14 | 2.14 | f 10.09 | 8.59 | **8.48** | 8.38 | 10.36 | 9.51 | 494.6 | EL MONTE<br>0.4 | 44.4 | f 5.06 | 6.21 | 6.32 | 6.45 | 4.17 | **8.48** |
| I | | | | | | | | | | | | 495.0 | EL MONTE TOWER<br>Crossing P. E. Ry.<br>2.3 | 44.0 | | | | | | |
| 90 PW | 10.49 | 10.29 | 5.04 | 8.19 | 2.19 | f 10.13 | 9.03 | 8.52 | **8.42** | 10.40 | 9.55 | 497.3 | TO BASSETT<br>3.4 | 41.7 | f 5.00 | 6.17 | 6.28 | 6.41 | 4.13 | **8.42** |
| 81 P | 10.55 | 10.35 | 5.10 | 8.25 | 2.25 | f | | | | | | 500.7 | TO PUENTE<br>2.8 | 38.3 | f 4.54 | 6.12 | 6.23 | 6.36 | 4.08 | 8.32 |
| 70 P | 11.03 | 10.43 | 5.18 | 8.33 | 2.33 | 10.24 | 9.12 | 9.02 | 8.52 | 10.48 | 10.03 | 503.5 | MARNE<br>3.3 | 35.5 | | 6.08 | 6.19 | 6.32 | 4.04 | 8.28 |
| 56 P | 11.12 | 10.52 | 5.27 | 8.42 | 2.42 | f 10.29 | 9.16 | 9.06 | 8.56 | 10.52 | 10.07 | 506.8 | WALNUT<br>3.9 | 32.2 | f 4.44 | 6.04 | 6.15 | 6.28 | 4.00 | 8.24 |
| 72 P | 11.23 | 11.03 | 5.38 | 8.53 | 2.52 | f 10.34 | 9.22 | 9.11 | 9.01 | 10.57 | 10.12 | 510.7 | SPADRA<br>3.6 | 28.3 | f 4.38 | 5.58 | 6.10 | 6.23 | 3.55 | 8.19 |
| Yard KWTP 243 | 11.40 | 11.20 | 5.55 | 9.10 | 3.08 | s 10.44 | 9.30 | f 9.20 | 9.10 | 11.03 | 10.18 | 514.3 | TO POMONA<br>0.1 | 24.7 | s 4.31 | f 5.52 | 6.04 | 6.17 | 3.49 | f 8.14 |
| | | | | | | | | | | | | 514.4 | CROSSING P. E. RY.<br>3.4 | 24.6 | | | | | | |
| 72 P | 11.51PM | 11.31 | 6.06 | 9.21 | 3.19 | 10.51 | 9.36 | 9.26 | 9.16 | 11.09 | 10.24 | 517.8 | NAROD<br>2.4 | 21.2 | f 4.22 | 5.44 | 5.56 | 6.09 | 3.41 | 8.06 |
| Yard 125 P | 12.02AM | 11.42 | 6.17 | 9.32 | 3.30 | s 10.59 | 9.41 | f 9.31 | 9.21 | 11.13 | 10.28 | 520.2 | TO ONTARIO<br>3.6 | 18.8 | f 4.15 | f 5.39 | 5.51 | 6.04 | 3.36 | f 8.02 |
| 69 PW | 12.10 | 11.50 | 6.25 | 9.40 | 3.38 | f 11.06 | 9.47 | 9.37 | 9.27 | 11.18 | 10.33 | 523.8 | GUASTI<br>3.7 | 15.2 | f 4.07 | 5.32 | 5.45 | 5.58 | 3.30 | 7.56 |
| 80 P | 12.19 | 11.59PM | 6.34 | 9.49 | 3.47 | f 11.12 | 9.52 | 9.42 | 9.32 | 11.23 | 10.38 | 527.5 | ETIWA<br>2.2 | 11.5 | f 4.00 | 5.26 | 5.39 | 5.53 | 3.24 | 7.51 |
| 90 PY | 12.24 | 12.04AM | 6.39 | 9.54 | **3.57** | f 11.15 | 9.55 | 9.45 | 9.35 | 11.26 | 10.41 | 529.7 | TO SOUTH FONTANA<br>2.4 | 9.3 | f **3.57** | 5.23 | 5.36 | 5.50 | 3.21 | 7.48 |
| 70 P | 12.34 | 12.14 | 6.49 | 10.04 | 4.07 | | | | | | | 532.1 | AILSA<br>2.5 | 6.9 | | | | | | |
| PI | | | | | | | | | | | | 534.6 | BLOOMINGTON TOWER<br>Crossing P. E. Ry.<br>0.1 | 4.4 | | | | | | |
| 75 P | 12.43 | 12.23 | 6.58 | 10.13 | 4.16 | f 11.22 | 10.01 | 9.51 | 9.41 | 11.32 | 10.47 | 534.7 | TO BLOOMINGTON<br>4.0 | 4.3 | f 3.49 | 5.17 | 5.30 | 5.44 | 3.15 | 7.42 |
| I | | | | | | | | | | | | 538.7 | COLTON TOWER<br>Crossing A. T. & S. F. Ry.<br>0.0 | 0.3 | | | | | | |
| | | | | | | | | | | | | 538.7 | CROSSING L. A. & S. L. RY.<br>0.3 | 0.3 | | | | | | |
| Yard BKYWOTP | 1.00AM | 12.40AM | 7.15PM | 10.30AM | 4.30AM | s 11.30PM | s 10.10PM | s 10.00PM | s 9.50PM | s 11.40AM | s 10.55AM | 539.0 | TO-R COLTON | 0.0 | 3.40AM | 5.08AM | 5.21AM | 5.36AM | 3.06PM | 7.34PM |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (59.3) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | (3.00)<br>19.76 | (3.00)<br>19.76 | (3.00)<br>19.76 | (3.00)<br>19.76 | (3.00)<br>19.76 | (2.00)<br>29.15 | (1.55)<br>30.41 | (1.50)<br>31.80 | (1.50)<br>31.80 | (1.40)<br>34.98 | (1.40)<br>34.98 | | Time over District<br>Average Speed per Hour | | (2.20)<br>24.98 | (2.02)<br>28.67 | (1.54)<br>30.68 | (1.54)<br>30.68 | (1.54)<br>30.68 | (2.06)<br>27.76 |

**Schedule time and train orders at Alhambra apply at end of double track.**

**Trains and engines moving on tracks, Los Angeles, will stop clear of fouling point unless proceed signal is received from yardman.**

**Engineers will start trains at Los Angeles on hand signal from trainmen only.**

**Nos. 5, 3 and 11 may arrive Los Angeles ahead of time shown, after observing scheduled time at Naud Jct.**

See table on Page 7 for additional flag stops.

List of Intermediate Spurs page 12.

# BEAUMONT SUBDIVISION

| EASTWARD | | | | | | | | | | | | | | | WESTWARD | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | SECOND CLASS | | | FIRST CLASS | | | | | | | | | Time Table No. 170 | | FIRST CLASS | | | | | |
| Capacity of Sidings in Car Lengths | 836 | 834 | 832 | 820 | 4 | 44 | 6 | 2 | 12 | Distance from San Francisco | | | January 3, 1937 | Distance from Indio | 819 | 5 | 43 | 3 | 1 | 11 |
| | Freight | Freight | Freight | The Imperial | Golden State Limited | Californian | Argonaut | Sunset Limited | Apache | | | | | | The Imperial | Argonaut | Californian | Golden State Limited | Sunset Limited | Apache |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| Yard<br>BKYWOPT | 10.50 PM | 8.00 AM | 2.15 AM | 11.40 PM | 10.15 PM | 10.05 PM | 9.55 PM | 11.45 AM | 11.00 AM | 539.0 | A. B. S. | TO-R | COLTON<br>0.0 | 71.9 | s 3.24 AM | s 5.03 AM | s 5.16 AM | s 5.31 AM | s 3.01 PM | s 7.29 PM |
| | | | | | | | | | | 539.0 | | | CROSSING P. E. RY.<br>3.6 | 71.9 | | | | | | |
| 77 P | 11.05 | 8.15 | 2.30 | f 11.47 | 10.21 | 10.11 | 10.01 | 11.51 | f 11.06 | 542.6 | | | LOMA LINDA<br>1.9 | 68.3 | f 3.16 | f 4.57 | 5.10 | 5.25 | 2.55 | 7.23 |
| 70 P | 11.10 | 8.20 | 2.35 | f 11.51 | 10.24 | 10.14 | 10.04 | 11.54 | 11.09 | 544.5 | | TO | BRYN MAWR<br>1.8 | 66.4 | f 3.11 | 4.53 | 5.07 | 5.22 | 2.52 | 7.20 |
| 70 P | 11.15 | 8.25 | 2.40 | f 11.56 PM | 10.27 | 10.17 | 10.07 | 11.57 AM | 11.12 | 546.3 | | | REDLANDS<br>2.8 | 64.6 | f 3.06 | 4.50 | 5.04 | 5.19 | 2.49 | 7.17 |
| E 86<br>W 79 P | 11.25 | 8.35 | **2.58** | f 12.04 AM | 10.34 | 10.24 | 10.14 | 12.04 PM | 11.19 | 549.1 | | | ORDWAY<br>3.6 | 61.8 | f **2.58** | 4.44 | 4.58 | 5.13 | 2.43 | 7.11 |
| 125 PW | 11.40 | 8.50 | 3.13 | f 12.15 | 10.42 | 10.32 | 10.22 | 12.12 | 11.27 | 552.7 | | | EL CASCO<br>2.7 | 58.2 | f 2.50 | 4.38 | 4.52 | 5.07 | 2.37 | 7.05 |
| 75 P | 11.48 | 8.58 | 3.21 | 12.21 | 10.46 | 10.36 | 10.26 | 12.16 | 11.31 | 555.4 | | | HAIG<br>1.8 | 55.5 | 2.44 | 4.33 | 4.47 | 5.02 | 2.32 | 7.00 |
| 70 P | 11.55 PM | 9.05 | 3.28 | f 12.26 | 10.50 | 10.40 | 10.30 | 12.20 | 11.35 | 557.2 | | | HINDA<br>2.5 | 53.7 | f 2.39 | 4.30 | 4.44 | 4.59 | 2.29 | 6.57 |
| 72 P | 12.02 AM | 9.12 | 3.35 | 12.34 | 10.55 | 10.45 | 10.35 | 12.25 | 11.40 | 559.7 | | | NICKLIN<br>2.3 | 51.2 | 2.33 | 4.26 | 4.40 | 4.55 | 2.25 | 6.53 |
| Yard WYOP<br>166 | 12.20 | 9.30 | 3.51 | s 12.45 | 11.03 | 10.53 | f 10.43 | 12.33 | s 11.48 | 562.0 | | TO | BEAUMONT<br>3.5 | 48.9 | s 2.27 | f 4.21 | 4.35 | 4.50 | 2.20 | 6.48 |
| 80 P | 12.31 | 9.41 | **4.12** | 12.51 | | | | | | 565.5 | | | PERSHING<br>2.7 | 45.4 | 2.15 | **4.12** | 4.27 | 4.43 | 2.12 | 6.40 |
| 118 P | 12.40 | 9.50 | **4.21**<br>**4.37** | s 1.03 | 11.13 | 11.03 | f 10.53 | 12.43 | s 11.58 AM | 568.2 | | TO | BANNING<br>3.3 | 42.7 | s 2.08 | f 4.05 | **4.21** | **4.37** | 2.06 | 6.34 |
| 70 P | 12.50 | 10.00 | 4.46 | 1.08 | 11.18 | 11.08 | 10.58 | 12.48 | 12.03 PM | 571.5 | | | OWL<br>2.6 | 39.4 | 1.55 | 3.55 | 4.13 | 4.29 | 1.57 | 6.26 |
| E 69<br>W 69 PW | **1.13** | 10.19 | 5.05 | f **1.13** | 11.22 | 11.12 | 11.02 | 12.52 | 12.07 | 574.1 | | TO | CABAZON<br>2.1 | 36.8 | f 1.46 | 3.47 | 4.06 | 4.22 | 1.50 | 6.19 |
| 75 P | **1.38** | 10.26 | 5.12 | 1.18 | | | | | | 576.2 | | | MONS<br>2.4 | 34.7 | **1.38** | 3.39 | 4.00 | 4.16 | 1.44 | 6.13 |
| 68 P | 1.46 | 10.34 | 5.20 | **1.28** | 11.29 | 11.19 | 11.09 | 12.59 | 12.14 | 578.6 | | | FINGAL<br>4.0 | 32.3 | **1.28** | 3.31 | 3.54 | 4.10 | 1.38 | 6.07 |
| E 68<br>W 68 PW | 1.59 | 10.47 | 5.33 | f 1.36 | 11.36 | f 11.26 | 11.16 | f 1.06 | f 12.21 | 582.6 | | TO | PALM SPRINGS<br>2.8 | 28.3 | f 1.16 | f 3.22 | 3.47 | 4.03 | 1.31 | s 6.00 |
| 70 P | 2.08 | 10.56 | 5.42 | f 1.42 | | | | | | 585.4 | | | HUGO<br>2.7 | 25.5 | f 1.08 | 3.14 | 3.39 | 3.55 | 1.22 | 5.52 |
| E 70<br>W 71 PYW | 2.27 | 11.15 | 6.01 | s 1.48 | 11.45 | 11.35 | 11.25 | **1.15** | 12.30 | 588.1 | | TO | GARNET<br>3.5 | 22.8 | s 1.01 | 3.06 | 3.32 | 3.48 | **1.15** | 5.45 |
| P | | | | | | | | | | 591.6 | | | SALVIA<br>3.5 | 19.3 | | | | | | |
| 70 P | **2.52** | 11.33 | 6.19 | 1.58 | 11.56 PM | 11.46 | 11.36 | 1.25 | 12.40 | 595.1 | | | RIMLON<br>3.9 | 15.8 | 12.47 | **2.52** | 3.19 | 3.34 | 12.59 | 5.32 |
| 69 P | 3.05 | 11.46 | 6.32 | f 2.03 | | | | 1.30 | 12.45 | 599.0 | | | EDOM<br>2.5 | 11.9 | f 12.42 | 2.47 | 3.14 | 3.29 | 12.54 | 5.27 |
| 70 P | **3.10**<br>**3.24** | 11.51 AM | 6.37 | f 2.07 | 12.06 AM | 11.55 PM | 11.45 | 1.34 | **12.49** | 601.5 | | | DRY CAMP<br>5.0 | 9.4 | f 12.38 | 2.43 | **3.10** | **3.24** | **12.49** | 5.23 |
| 70 P | 3.34 | 12.01 PM | 6.47 | f 2.13 | 12.11 | 12.01 AM | 11.50 | 1.39 | 12.54 | 606.5 | | | MYOMA<br>4.4 | 4.4 | f 12.32 | 2.37 | 3.05 | 3.19 | 12.37 | 5.18 |
| Yard<br>BKWYOP | 3.43 AM | 12.10 PM | 6.56 AM | s 2.20 AM | s 12.17 AM | s 12.07 AM | s 11.56 PM | s 1.45 PM | s 1.00 PM | 610.9 | | TO-R | INDIO | 0.0 | 12.25 AM | 2.30 AM | 2.59 AM | 3.12 AM | 12.30 PM | 5.12 PM |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | (71.9) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | (4.53)<br>14.72 | (4.10)<br>17.25 | (4.41)<br>15.35 | (2.40)<br>26.96 | (2.02)<br>35.36 | (2.02)<br>35.36 | (2.01)<br>35.65 | (2.00)<br>35.95 | (2.00)<br>35.95 | | | | ........Time over District........<br>......Average Speed per Hour...... | | (2.59)<br>24.09 | (2.33)<br>28.19 | (2.17)<br>31.48 | (2.19)<br>31.03 | (2.31)<br>28.70 | (2.17)<br>31.48 |

List of Intermediate Spurs page 12.

### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Receive or Discharge | To (or Beyond) | From (or Beyond) | Frequency |
|---|---|---|---|---|---|
| 5 | Any Station | Discharge | | Yuma | Daily |
| 3-43 | Any Station | Discharge | | East of Yuma | Daily |
| 1 | Palm Springs, Banning, Beaumont, Redlands, Ontario, Pomona | Receive, Discharge, Revenue | Alhambra | Phoenix | Daily |
| 1 | Any Station | Discharge Revenue | | East of El Paso | Daily |
| 11 | Any Station | Discharge | | El Paso | Daily |
| 11 | Banning, Beaumont | Receive | Alhambra | | Daily |
| 11 | Redlands | Receive, Discharge | Alhambra | Yuma | Daily |
| 12 | Pomona, Ontario<br>Redlands | Receive<br>Discharge Revenue | Niland | Alhambra | Daily |
| 12 | Any Station | Receive Revenue | Yuma | | Daily |
| 2 | Pomona, Ontario Redlands | Receive, Discharge, Revenue | Phoenix | West of Los Angeles | Daily |
| 6 | Any Station | Receive | Yuma | | Daily |
| 4-44 | Any Station | Receive Revenue | Wellton | | Daily |
| 4 | Palm Springs | Discharge | | Alhambra | Daily |
| 44 | Redlands | Discharge | | Alhambra | Daily |

# SALTON SUBDIVISION

| | EASTWARD | | | | | | | | | | | | | | | | WESTWARD | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Capacity of Sidings in Car Lengths | SECOND CLASS | | FIRST CLASS | | | | | | | | Distance from San Francisco | | | Time Table No. 170 | | Distance from Yuma | FIRST CLASS | | | | | | | SECOND CLASS |
| | 824 | 822 | 2 | 12 | 358 | 820 | 4 | 44 | 6 | 362 | | | | January 3, 1937 | | | 43 | 3 | 363 | 1 | 11 | 819 | 5 | 357 |
| | Freight | Freight | Sunset Limited | Apache | Mixed | The Imperial | Golden State Limited | Californian | Argonaut | San Diego Passenger | | | | | | | Californian | Golden State Limited | San Diego Passenger | Sunset Limited | Apache | The Imperial | Argonaut | Mixed |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | **STATIONS** | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| Yard BKYWOP | 2.30 PM | 6.10 AM | 1.50 PM | 1.05 PM | | 2.38 AM | 12.22 AM | 12.12 AM | **12.01 AM** | | 610.9 | | TO-R | INDIO<br>3.5 | | 121.8 | s 2.54 AM | s 3.07 AM | | s 12.25 PM | s 5.07 PM | s **12.01 AM** | s 2.25 AM | |
| 92 P | 2.42 | 6.22 | 1.57 | f 1.12 | | s **2.48** | 12.29 | 12.19 | 12.08 | | 614.4 | | TO | COACHELLA<br>3.6 | | 118.3 | **2.48** | 3.01 | | 12.19 | 5.01 | s 11.53 PM | 2.17 | |
| 58 P | 2.49 | 6.29 | 2.02 | f 1.18 | | s **2.57** | 12.34 | 12.24 | 12.14 | | 618.0 | | TO | THERMAL<br>6.1 | | 114.7 | 2.43 | **2.57** | | 12.15 | 4.56 | s 11.43 | 2.11 | |
| 121 PW | 3.00 | 6.40 | 2.09 | f 1.25 | | s 3.15 | 12.41 | 12.32 | 12.22 | | 624.1 | | TO | MECCA<br>4.7 | | 108.6 | 2.36 | 2.50 | | 12.08 | 4.49 | s 11.34 | 2.04 | |
| 70 P | 3.09 | 6.49 | 2.14 | 1.30 | | f 3.24 | 12.46 | 12.38 | 12.28 | | 628.8 | | | CALEB<br>4.5 | | 103.9 | 2.30 | 2.45 | | 12.03 PM | 4.43 | f 11.26 | 1.58 | |
| 70 P | 3.17 | 6.57 | 2.19 | 1.35 | | f 3.32 | 12.51 | 12.43 | 12.33 | | 633.3 | | | MORTMAR<br>4.5 | | 99.4 | 2.25 | 2.40 | | 11.58 AM | 4.38 | f 11.21 | 1.53 | |
| 109 P | 3.25 | 7.05 | | | | f 3.42 | | | | | 637.8 | | | SALTON<br>4.3 | | 94.9 | | | | | | f 11.16 | | |
| 70 P | 3.35 | 7.15 | 2.29 | 1.45 | | f 3.50 | 1.01 | 12.54 | 12.44 | | 642.1 | | | DURMID<br>4.7 | | 90.6 | 2.14 | 2.30 | | 11.48 | 4.28 | f 11.11 | 1.43 | |
| 110 P | 3.45 | 7.25 | 2.34 | 1.50 | | f 3.59 | 1.06 | 12.59 | 12.49 | | 646.8 | | | BERTRAM<br>4.3 | | 85.9 | 2.09 | 2.25 | | 11.43 | 4.23 | f 11.06 | 1.38 | |
| 107 P | 3.52 | 7.32 | 2.39 | 1.55 | | f 4.08 | 1.11 | 1.04 | 12.54 | | 651.1 | | | POPE<br>4.5 | | 81.6 | 2.04 | 2.20 | | 11.38 | 4.18 | f 11.01 | 1.33 | |
| 70 P | 3.59 | 7.39 | 2.44 | 2.00 | | f 4.16 | 1.16 | 1.09 | 12.59 | | 655.6 | | | FRINK<br>4.5 | | 77.1 | 1.59 | 2.15 | | 11.33 | 4.13 | f 10.56 | 1.28 | |
| 111 P | **4.08** | 7.46 | 2.49 | 2.05 | | f 4.25 | **1.23** | 1.14 | 1.04 | | 660.1 | | | WISTER<br>3.4 | | 72.6 | 1.54 | 2.10 | | 11.28 | **4.08** | f 10.51 | **1.23** | |
| 71 P | 4.17 | 7.52 | 2.53 | 2.09 | | f 4.33 | 1.28 | **1.19** | 1.08 | | 663.5 | | | MUNDO<br>4.0 | | 69.2 | 1.49 | 2.05 | | 11.23 | 4.03 | f 10.47 | **1.19** | |
| Yard 159 BKYWOP | 4.33 | 8.08 | s 3.05 | s 2.23 | | s 4.45 AM | **1.43** | s 1.25 | **1.15** | | 667.5 | | TO-R | NILAND<br>4.2 | | 65.2 | **1.43** | 2.01 | | f 11.19 | f 3.59 | 10.43 PM | **1.15** | |
| 69 P | 4.41 | 8.16 | 3.10 | 2.29 | | | **1.51** | **1.32** | 1.21 | | 671.7 | A.B.S. | | FLOWING WELL<br>2.7 | | 61.0 | **1.32** | **1.51** | | 11.10 | 3.52 | | 1.03 | |
| 119 P | 5.00 | 8.35 | 3.18 | 2.37 | | | 1.57 | 1.37 | **1.28** | | 674.4 | | | IRIS<br>4.1 | | 58.3 | **1.28** | 1.47 | | 11.07 | 3.48 | | 12.59 | |
| 70 P | 5.10 | 8.45 | 3.24 | 2.44 | | | 2.02 | **1.42** | **1.37** | | 678.5 | | | TORTUGA<br>6.1 | | 54.2 | 1.19 | 1.42<br>1.37 | | 11.02 | 3.43 | | 12.54 | |
| 108 PW | 5.31 | 9.06 | **3.35** | 2.52 | | | 2.09 | 1.49 | 1.44 | | 684.6 | | | AMOS<br>5.5 | | 48.1 | 1.11 | 1.30 | | 10.55 | **3.35** | | f 12.47 | |
| 72 P | 5.42 | 9.17 | 3.41 | 3.00 | | | 2.15 | 1.55 | 1.50 | | 690.1 | | | ACOLITA<br>5.5 | | 42.6 | 1.04 | 1.23 | | 10.48 | 3.24 | | 12.40 | |
| 110 P | 5.51 | 9.26 | 3.47 | 3.07 | | | 2.21 | 2.01 | 1.56 | | 695.6 | | | MESQUITE<br>2.5 | | 37.1 | 12.57 | 1.16 | | 10.41 | 3.17 | | 12.33 | |
| 84 P | 5.55 | 9.30 | 3.50 | **3.14** | | | 2.25 | 2.05 | 2.00 | | 698.1 | | TO | GLAMIS<br>4.9 | | 34.6 | 12.54 | 1.13 | | 10.38 | **3.14** | | f 12.29 | |
| 108 P | 6.03 | 9.38 | 3.55 | 3.22 | | | 2.31 | 2.11 | 2.06 | | 703.0 | | | RUTHVEN<br>6.4 | | 29.7 | 12.49 | 1.08 | | 10.33 | 3.09 | | 12.24 | |
| 69 P | 6.14 | 9.49 | 4.02 | 3.30 | | | 2.38 | 2.18 | 2.13 | | 709.4 | | | DRYLYN<br>2.9 | | 23.3 | 12.42 | 1.01 | | 10.26 | 3.02 | | 12.17 | |
| 69 P | 6.20 | 9.55 | 4.07 | 3.36 | | | 2.42 | 2.22 | 2.17 | | 712.3 | | | CACTUS<br>4.3 | | 20.4 | 12.39 | 12.58 | | 10.23 | 2.59 | | 12.14 | |
| 106 P | 6.37 | **10.18** | 4.13 | f 3.44 | | | 2.48 | 2.28 | 2.23 | | 716.6 | | | OGILBY<br>6.1 | | 16.1 | 12.34 | 12.53 | | **10.18** | 2.54 | | f 12.09 | |
| 69 P | 6.47 | 10.28 | 4.20 | 3.52 | | | 2.55 | 2.35 | 2.30 | | 722.7 | | | KNOB<br>3.4 | | 10.0 | 12.27 | 12.46 | | 10.11 | 2.47 | | 12.02 AM | |
| P | 6.54 | 10.35 | 4.25 | 3.58 | 12.14 PM | | 3.00 | 2.40 | 2.35 | 2.10 AM | 726.1 | | | ARAZ JUNCTION<br>0.9 | D.T. | 6.6 | 12.21 | 12.41 | 1.15 AM | 10.06 | 2.41 | | 11.56 PM | 10.20 AM |
| IP | | | | | | | | | | | 727.0 | | TO | ARAZ<br>4.9 | | 5.7 | | | | | | | | |
| Spur 30 | | | | | | | | | | | 731.9 | | | COLORADO<br>0.8 | | 0.8 | | | | | | | | |
| Yard BKTYWOP | 7.15 PM | 10.50 AM | s 4.40 PM | s 4.15 PM | s 12.30 PM | | s 3.15 AM | s 2.55 AM | s 2.50 AM | s 2.25 AM | 732.7 | | TO-R | YUMA | | 0.0 | 12.10 AM | 12.30 AM | 1.00 AM | 9.55 AM | 2.30 PM | | 11.45 PM | 10.05 AM |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | (121.8) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | (4.45)<br>25.64 | (4.40)<br>26.29 | (2.50)<br>42.98 | (3.10)<br>38.46 | (0.16)<br>24.75 | (2.07)<br>36.69 | (2.53)<br>42.24 | (2.43)<br>44.78 | (2.49)<br>43.12 | (0.15)<br>26.40 | | | | ........Time over District........<br>.....Average Speed per Hour..... | | | (2.44)<br>44.56 | (2.37)<br>46.54 | (0.15)<br>26.40 | (2.30)<br>48.72 | (2.37)<br>46.54 | (1.18)<br>43.50 | (2.40)<br>45.67 | (0.15)<br>26.40 |

**ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS**

| Train | At | Receive or Discharge | To (or beyond) | From (or beyond) | Frequency |
|---|---|---|---|---|---|
| 5 | Any Station | Discharge | | Yuma | Daily |
| 3-43 | Any Station | Discharge | | East of Yuma | Daily |
| 43 | Niland | Discharge Mail | | | Daily |
| 1 | Any Station | Discharge Revenue | | East of El Paso | Daily |
| 11 | Any Station | Discharge | | El Paso | Daily |
| 11 | Mecca, Thermal, Coachella | Discharge | | Yuma | Daily |
| 12 | Any Station | Receive Revenue | Yuma | | Daily |
| 6 | Any Station | Receive | Yuma | | Daily |
| 4-44 | Any Station | Receive Revenue | Wellton | | Daily |

**Gauntlet track over Colorado River Bridge between Signals 7320 and 7322 west of bridge, and signals 7321 and 7323 east of bridge. When signal indicates proceed, trains may proceed through the guantlet, irrespective of time table superiority, not exceeding eight (8) miles per hour. When signal indicates stop, and no train or engine in gauntlet, send flagman ahead, and, after waiting five minutes, follow flagman.**

# FIRESTONE PARK SUBDIVISION

## EASTWARD / WESTWARD

| Capacity of Sidings in Car Lengths | EASTWARD FIRST CLASS 8 Union Pacific Passenger | 104 Union Pacific Streamliner | 14 Union Pacific Passenger | Distance from San Francisco | | Time Table No. 170 January 3, 1937 San Pedro Branch | | Distance from Point Firmin | WESTWARD FIRST CLASS 103 Union Pacific Streamliner | 7 Union Pacific Passenger | 21 Union Pacific Passenger |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Leave Daily | Leave ★ See Footnote | Leave Daily | | | STATIONS | | | Arrive ★ See Footnote | Arrive Daily | Arrive Daily |
| IY | | | | 481.9 | | RIVER STATION TOWER | D.T. | | | | |
| | | | | | | 1.8 | | | | | |
| Yard<br>BKYWOP | 8.00 PM | 3.45 PM | 8.00 AM | 483.7 | TO-R | LOS ANGELES | | 24.3 | s 8.00 AM | s 8.30 AM | s 9.45 PM |
| | | | | | | 1.5 | | | | | |
| | 8.10 PM | 3.53 PM | 8.10 AM | 485.2 | | WASHINGTON ST. JCT. | | 22.8 | 7.48 AM | 8.18 AM | 9.33 PM |
| | | | | | | 0.3 | | | | | |
| I | | | | 485.5 | | CLEMENT JCT. TOWER<br>Crossing P. E. Ry. | | 22.5 | | | |
| | | | | | | 0.9 | | | | | |
| 98 | | | | 486.4 | | VERNONDALE | | 21.6 | | | |
| | | | | | | 0.9 | | | | | |
| I | | | | 487.3 | | CROSSING A. T. & S. F. RY. | | 20.7 | | | |
| | | | | | | 0.2 | | | | | |
| | | | | 487.5 | | CROSSING P. E. RY. | | 20.5 | | | |
| | | | | | | 1.6 | | | | | |
| YWP | | | | 489.1 | TO-R | FIRESTONE PARK | | 18.9 | | | |
| | | | | | | 1.2 | | | | | |
| 30 | | | | 490.3 | | SOUTHGATE<br>TWEEDY BLVD. | | 17.7 | | | |
| | | | | | | 1.0 | | | | | |
| | | | | 491.3 | | CROSSING P. E. RY. | | 16.7 | | | |
| | | | | | | 0.5 | | | | | |
| 25 | | | | 491.8 | | LYNWOOD | | 16.2 | | | |
| | | | | | | 2.3 | | | | | |
| 61 | | | | 494.1 | | COMPTON | | 13.9 | | | |
| | | | | | | 2.1 | | | | | |
| I | | | | 496.2 | | DOMINQUEZ TOWER<br>Crossing P. E. Ry. | | 11.8 | | | |
| | | | | | | 1.5 | | | | | |
| | | | | 497.7 | | ELFTMAN | | 10.3 | | | |
| | | | | | | 2.3 | | | | | |
| 32 | | | | 500.0 | | WATSON | | 8.0 | | | |
| | | | | | | 1.4 | | | | | |
| Y | | | | 501.4 | | THENARD | | 6.6 | | | |
| | | | | | | 0.5 | | | | | |
| | | | | 501.9 | | CROSSING P. E. RY. | | 6.1 | | | |
| | | | | | | 0.2 | | | | | |
| | | | | 502.1 | | ANAHEIM BOULEVARD | | 5.9 | | | |
| | | | | | | 0.8 | | | | | |
| | | | | 502.9 | TO-R | WILMINGTON | | 5.1 | | | |
| | | | | | | 1.6 | | | | | |
| I | | | | 504.5 | | SAN PEDRO<br>DRAWBRIDGE | | 3.5 | | | |
| | | | | | | 1.0 | | | | | |
| Yard<br>BOWPK | | | | 505.5 | | SAN PEDRO | | 2.5 | | | |
| | | | | | | 0.9 | | | | | |
| | | | | 506.4 | | CENTER STREET | | 1.6 | | | |
| | | | | | | 1.6 | | | | | |
| | | | | 508.0 | | POINT FIRMIN | | 0.0 | | | |
| | Arrive Daily | Arrive ★ See Footnote | Arrive Daily | | | (24.3) | | | Leave ★ See Footnote | Leave Daily | Leave Daily |
| | (0.10)<br>9.00 | (0.08)<br>11.25 | (0.10)<br>9.00 | | | ........Time over District........<br>.....Average Speed per Hour..... | | | (0.12)<br>7.50 | (0.12)<br>7.50 | (0.12)<br>7.50 |

List of Intermediate Spurs page 12.

★No. 103 Union Pacific Streamliner leaves on the 2nd, 8th, 14th, 20th and 26th of each month.

★No. 104 Union Pacific Streamliner leaves on the 3rd, 9th, 15th, 21st and 27th of each month.

At Washington Street Junction trains from Union Pacific stop to clear Alameda Street and trains to Union Pacific stop before crossing over Westward track unless signal is received from Switch Tender.

Westward trains and engines must receive proceed signal from Switch Tender before passing 6th Street.

Trains and engines moving on tracks, Los Angeles, must stop clear of fouling point unless proceed signal is received from Yardman.

Engineers will start trains at Los Angeles on hand signal from trainmen only.

Should it become necessary at any time to back a passenger train, attention is called to Rule 103B reading as follows:

"Passenger trains when backing must be equipped with back-up hose or pipe with whistle attached."

In case Union Pacific Dispatchers desire signals displayed by their trains between Los Angeles and Washington Street Junction, clearance issued eastward trains at Los Angeles will be authority to display signals. Westward trains will display signals to Los Angeles when holding Union Pacific orders for signals.

Trackage east of Anaheim Boulevard is under jurisdiction of Harbor Belt Line Railroad. Eastward trains must communicate with yardmaster, Wilmington, before leaving Thenard.

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### Eastward FIRESTONE PARK SUBDIVISION Westward

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | Time Table No. 170 January 3, 1937 Long Beach Branch STATIONS | Distance from End of Track |
|---|---|---|---|---|
| PY | 501.4 | | THENARD | 2.7 |
| | | | 0.6 | |
| | 502.0 | | CROSSING U. P. RY. (Stop) | 2.1 |
| | | | 0.4 | |
| | 502.4 | | CROSSING P. E. RY. (Stop) | 1.7 |
| | | | 0.2 | |
| | 502.6 | | MEAD | 1.5 |
| | | | 0.3 | |
| | 502.9 | | GASPUR | 1.2 |
| | | | 0.6 | |
| Yard | 503.5 | TO | LONG BEACH | 0.6 |
| | | | 0.1 | |
| | 503.6 | | CROSSING P. E. RY. (Stop) | 0.5 |
| | | | 0.5 | |
| | 504.1 | | END OF TRACK | 0.0 |
| | | | (2.7) | |

Service by extra trains only

### Eastward FIRESTONE PARK SUBDIVISION Westward

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | Time Table No. 170 January 3, 1937 Santa Ana Branch STATIONS | Distance from Dyer |
|---|---|---|---|---|
| YWP | 489.1 | TO-R | FIRESTONE PARK | 30.3 |
| | | | 1.0 | |
| 19 | 490.1 | | ARDMORE | 29.3 |
| | | | 1.8 | |
| I | 491.9 | | CROSSING L. A. & S. L. RY. | 27.5 |
| | | | 0.2 | |
| 24 | 492.1 | | SOUTHGATE<br>ATLANTIC BLVD | 27.3 |
| | | | 1.1 | |
| 10 | 493.2 | | VINVALE | 26.2 |
| | | | 1.8 | |
| 21 | 495.0 | TO | DOWNEY | 24.4 |
| | | | 2.4 | |
| 17 P | 497.4 | R | STUDEBAKER | 22.0 |
| | | | 1.7 | |
| 39 | 499.1 | TO | NORWALK | 20.3 |
| | | | 2.1 | |
| 20 | 501.2 | | CARMENITA | 18.2 |
| | | | 3.2 | |
| 76 | 504.4 | | BUENA PARK | 15.0 |
| | | | 1.0 | |
| 32 | 505.4 | | ALMOND | 14.0 |
| | | | 3.6 | |
| Yard 24 WY | 509.0 | | WEST ANAHEIM | 10.4 |
| | | | 1.2 | |
| Yard | 510.2 | | ANAHEIM | 9.2 |
| | | | 1.7 | |
| 30 P | 511.9 | | TUSTIN JCT. | 7.5 |
| | | | 2.7 | |
| 19 | 514.6 | | WEST ORANGE | 4.8 |
| | | | 2.4 | |
| Yard<br>BKWYOP | 517.0 | TO-R | SANTA ANA | 2.4 |
| | | | 0.1 | |
| | 517.1 | | CROSSING W. LEG WYE | 2.3 |
| | | | 0.1 | |
| | 517.2 | | CROSSING E. LEG WYE | 2.2 |
| | | | 2.2 | |
| 63 | 519.4 | | DYER | 0.0 |
| | | | (30.3) | |

Service by extra trains only

List of Intermediate Spurs page 12.

### Eastward FIRESTONE PARK SUBDIVISION Westward

| Capacity of Sidings in Car Lengths | Distance from San Francisco | Time Table No. 170 January 3, 1937 Whittier Branch STATIONS | Distance from Whittier |
|---|---|---|---|
| 17 P | 497.4 | STUDEBAKER | 5.9 |
| | | 2.1 | |
| | 499.5 | FULTON WELLS | 3.8 |
| | | 1.1 | |
| 15 | 500.6 | LOS NIETOS | 2.7 |
| | | 0.0 | |
| I | 500.6 | LOS NIETOS TOWER<br>Crossing A. T. & S. F. Ry. | 2.7 |
| | | 0.4 | |
| | 501.0 | CROSSING P. E. RY. (Stop) | 2.3 |
| | | 1.2 | |
| 39 | 502.2 | EVERGREEN STREET | 1.0 |
| | | 0.9 | |
| | 503.1 | CROSSING P. E. RY. | 0.1 |
| | | 0.1 | |
| 27 TW | 503.2 | WHITTIER | 0.0 |
| | | (5.9) | |

Service by extra trains only

### Eastward FIRESTONE PARK SUBDIVISION Westward

| Capacity of Sidings in Car Lengths | Distance from San Francisco | Time Table No. 170 January 3, 1937 Los Alamitos Branch STATIONS | Distance from Los Alamitos |
|---|---|---|---|
| Yard YWP | 509.0 | WEST ANAHEIM | 9.4 |
| | | 2.3 | |
| | 511.3 | NUTWOOD | 7.1 |
| | | 2.3 | |
| 33 | 513.6 | STANTON | 4.8 |
| | | 0.4 | |
| | 514.0 | CROSSING P. E. RY. (Stop) | 4.4 |
| | | 0.1 | |
| Y | 514.1 | STANTON JUNCTION | 4.3 |
| | | 4.3 | |
| Yard | 518.4 | LOS ALAMITOS | 0.0 |
| | | (9.4) | |

Service by extra trains only

### Eastward FIRESTONE PARK SUBDIVISION Westward

| Capacity of Sidings in Car Lengths | Distance from San Francisco | Time Table No. 170 January 3, 1937 Smeltzer Branch STATIONS | Distance from Wiebling |
|---|---|---|---|
| Y | 514.1 | STANTON JUNCTION | 7.8 |
| | | 3.3 | |
| 50 W | 517.4 | WESTMINSTER | 4.5 |
| | | 1.5 | |
| 15 | 518.9 | SUGAR | 3.0 |
| | | 0.6 | |
| 27 | 519.5 | SMELTZER | 2.4 |
| | | 1.0 | |
| | 520.5 | WINTERSBURG | 1.4 |
| | | 1.4 | |
| 9 | 521.9 | WIEBLING | 0.0 |
| | | (7.8) | |

Service by extra trains only

## FIRESTONE PARK SUBDIVISION

**EASTWARD** **WESTWARD**

Time Table No. 170

January 3, 1937

| Capacity of Sidings in Car Lengths | | Distance from San Francisco | | Tustin Branch<br>STATIONS | Distance from Tustin |
|---|---|---|---|---|---|
| 30 | | 511.9 | | TUSTIN JCT. | 10.5 |
| | | | | 0.5 | |
| | I | 512.4 | | ANAHEIM TOWER<br>Crossing A. T. & S. F. Ry. | 10.0 |
| | | | | 0.3 | |
| | | 512.7 | | GRATTO | 9.7 |
| | | | | 1.8 | |
| 21 | | 514.5 | | MARLBORO | 7.9 |
| | | | | 0.2 | |
| | | 514.7 | | CROSSING A. T. & S. F. RY. (Stop) | 7.7 |
| | | | | 2.0 | |
| 18 | | 516.7 | | VILLA PARK | 5.7 |
| | | | | 1.7 | |
| 33 | | 518.4 | | MCPHERSON | 4.0 |
| | | | | 1.0 | |
| 18 | | 519.4 | | EL MODENA | 3.0 |
| | | | | 3.0 | |
| 26 | W | 522.4 | | TUSTIN | 0.0 |
| | | | | (10.5) | |

Service by extra trains only

## POMONA SUBDIVISION

**EASTWARD** **WESTWARD**

Time Table No. 170

January 3, 1937

| Capacity of Sidings in Car Lengths | | Distance from San Francisco | | Pasadena Branch<br>STATIONS | Distance from Pasadena |
|---|---|---|---|---|---|
| 67 | WP | 487.7 | TO | ALHAMBRA | 4.8 |
| | | | | 0.8 | |
| | | 488.5 | | CROSSING P. E. RY. | 4.0 |
| | | | | 1.0 | |
| | I | 489.5 | | MARENGO TOWER<br>Crossing P. E. Ry. | 3.0 |
| | | | | 0.4 | |
| | | 489.9 | | SO. PASADENA | 2.6 |
| | | | | 0.7 | |
| 23 | | 490.6 | | GARFIELD AVE. | 1.9 |
| | | | | 0.6 | |
| 15 | | 491.2 | | RAYMOND HOTEL | 1.3 |
| | | | | 0.0 | |
| | | 491.2 | | CROSSING A. T. & S. F. RY. | 1.3 |
| | | | | 1.3 | |
| Yard | WP | 492.5 | | PASADENA | 0.0 |
| | | | | (4.8) | |

Service by extra trains only

## POMONA SUBDIVISION

**EASTWARD** **WESTWARD**

Time Table No. 170

January 3, 1937

| Capacity of Sidings in Car Lengths | | Distance from San Francisco | | Chino Branch<br>STATIONS | Distance from Ontario |
|---|---|---|---|---|---|
| Yard<br>245 | KPTW | 514.3 | TO | POMONA | 10.8 |
| | | | | 1.1 | |
| | I | 515.4 | | POMONA JCT. TOWER<br>Crossing L. A. & S. L. Ry. | 9.7 |
| | | | | 4.6 | |
| Yard | W | 520.0 | | CHINO | 5.1 |
| | | | | 2.4 | |
| | | 522.4 | | EUCLID AVENUE | 2.7 |
| | | | | 2.6 | |
| | I | 525.0 | | CROSSING L. A. & S. L. RY. | 0.1 |
| | | | | 0.1 | |
| 125 Yard | P | 525.1 | TO | ONTARIO | 0.0 |
| | | | | (10.8) | |

Service by extra trains only

## POMONA SUBDIVISION

**EASTWARD** **WESTWARD**

Time Table No. 170

January 3, 1937

| Capacity of Sidings in Car Lengths | | Distance from San Francisco | | Duarte Branch<br>STATIONS | Distance from End of Track |
|---|---|---|---|---|---|
| 67 | P | 487.7 | TO | ALHAMBRA | 14.0 |
| | | | | 1.0 | |
| | | 488.7 | | CROSSING P. E. RY. | 13.0 |
| | | | | 0.8 | |
| 19 | | 489.5 | | NORTH ALHAMBRA | 12.2 |
| | | | | 0.6 | |
| 18 | | 490.1 | | EAST ALHAMBRA | 11.6 |
| | | | | 1.6 | |
| 41 | | 491.7 | | SAN MARINO | 10.0 |
| | | | | 4.8 | |
| 20 | | 496.5 | | ARCADIA | 5.2 |
| | | | | 0.1 | |
| | I | 496.6 | | ARCADIA TOWER<br>Crossing A. T. & S. F. Ry. | 5.1 |
| | | | | 1.6 | |
| 52 | W | 498.2 | | MONROVIA | 3.5 |
| | | | | 1.9 | |
| 21 | W | 500.1 | | DUARTE | 1.6 |
| | | | | 1.5 | |
| | | 501.6 | | RIVAS | 0.1 |
| | | | | 0.1 | |
| 59 | | 501.7 | | END OF TRACK | 0.0 |
| | | | | (14.0) | |

Service by extra trains only
List of Intermediate Spurs page 12.

## POMONA SUBDIVISION

**EASTWARD** **WESTWARD**

Time Table No. 170

January 3, 1937

| Capacity of Sidings in Car Lengths | | Distance from San Francisco | | Covina Branch<br>STATIONS | | Distance from Pomona |
|---|---|---|---|---|---|---|
| 96 | PW | 497.3 | TO | BASSETT | | 17.8 |
| | | | | 3.6 | | |
| 34 | | 500.9 | | BALDWIN PARK | Staff System | 14.2 |
| | | | | 0.1 | | |
| | | 501.0 | | CROSSING P. E. RY. (Stop) | | 14.1 |
| | | | | 0.4 | | |
| 28 | | 501.4 | | CRUSHTON | | 13.7 |
| | | | | 0.3 | | |
| | | 501.7 | | WITHAM | | 13.4 |
| | | | | 0.6 | | |
| 33 | | 502.3 | | IRWINDALE | | 12.8 |
| | | | | 1.8 | | |
| 25 | | 504.1 | | AZUSA AVENUE | | 11.0 |
| | | | | 1.0 | | |
| Yard | PW | 505.1 | TO | COVINA | | 10.0 |
| | | | | 1.6 | | |
| 9 | | 506.7 | | SAVOY | | 8.4 |
| | | | | 0.7 | | |
| 27 | | 507.4 | | CHARTER OAK | | 7.7 |
| | | | | 1.1 | | |
| | | 508.5 | | CRSG. P. E. RY. LONE HILL | Staff System | 6.6 |
| | | | | 1.0 | | |
| 38 | | 509.5 | | SAN DIMAS | | 5.6 |
| | | | | 2.4 | | |
| 57 | | 511.9 | | LA VERNE | | 3.2 |
| | | | | 1.4 | | |
| | | 513.3 | | GANESHA JCT. | | 1.8 |
| | | | | 1.8 | | |
| Yard<br>245 | KPTW | 515.1 | TO | POMONA | | 0.0 |
| | | | | (17.8) | | |

Service by extra trains only
List of Intermediate Spurs page 12.

## POMONA SUBDIVISION

**EASTWARD** **WESTWARD**

Time Table No. 170

January 3, 1937

| Capacity of Sidings in Car Lengths | | Distance from San Francisco | | Riverside Branch<br>STATIONS | Distance from Riverside |
|---|---|---|---|---|---|
| Yard | BKWYOPT | 539.0 | TO | COLTON | 7.2 |
| | | | | 3.3 | |
| 98 | P | 542.3 | | HIGHGROVE | 3.9 |
| | | | | 1.0 | |
| 24 | | 543.3 | | ORANGE CENTER | 2.9 |
| | | | | 0.7 | |
| | I | 544.0 | | CROSSING A. T. & S. F. RY. | 2.2 |
| | | | | 1.4 | |
| | | 545.4 | | RIVERSIDE JCT. | 0.8 |
| | | | | 0.8 | |
| Yard | P | 546.2 | | RIVERSIDE | 0.0 |
| | | | | (7.2) | |

Service by extra trains only
List of Intermediate Spurs page 12.

## POMONA SUBDIVISION

**EASTWARD** **WESTWARD**

Time Table No. 170

January 3, 1937

| Capacity of Sidings in Car Lengths | | Distance from San Francisco | | San Bernardino Branch<br>STATIONS | Distance from San Bernardino |
|---|---|---|---|---|---|
| Yard | BKWYOPT | 539.0 | TO | COLTON | 3.2 |
| | | | | 3.0 | |
| | I | 542.0 | | E. ST. TOWER<br>Crossing A. T. & S. F. Ry. | 0.2 |
| | | | | 0.2 | |
| Yard | WY | 542.2 | | SAN BERNARDINO | 0.0 |
| | | | | (3.2) | |

Service by extra trains only

## BEAUMONT SUBDIVISION

**EASTWARD** — **WESTWARD**

Time Table No. 170

January 3, 1937

### Redlands Branch

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | STATIONS | Distance from Greenspot |
|---|---|---|---|---|
| 73 | 544.5 | TO | BRYN MAWR | 8.7 |
| | | | 0.5 | |
| | 545.0 | | MOTOR JCT. | 8.2 |
| | | | 2.8 | |
| Yard W | 547.8 | | REDLANDS. 2D STREET | 5.4 |
| | | | 0.1 | |
| | 547.9 | | CROSSING P. E. RY. (Stop) | 5.3 |
| | | | 2.6 | |
| | 550.5 | | MENTONE | 2.7 |
| | | | 0.9 | |
| Yard | 551.4 | | CRAFTON | 1.8 |
| | | | 1.8 | |
| Spur 3 | 553.2 | | GREENSPOT | 0.0 |
| | | | (8.7) | |

Service by extra trains only
List of Intermediate Spurs page 12.

## SALTON SUBDIVISION

**EASTWARD** — **WESTWARD**

Time Table No. 170

January 3, 1937

### Laguna Branch

| Capacity of Sidings in Car Lengths | Distance from San Francisco | STATIONS | Distance from Colorado |
|---|---|---|---|
| | 744.4 | POTHOLES | 12.2 |
| | | 0.6 | |
| 16 | 743.8 | LAGUNA | 11.6 |
| | | 4.2 | |
| 25 | 739.6 | SELLEW | 7.4 |
| | | 7.4 | |
| | 732.2 | COLORADO | 0.0 |
| | | (12.2) | |

Service by extra trains only
List of Intermediate Spurs page 12.

## CALEXICO SUBDIVISION

**EASTWARD** — **WESTWARD**

Time Table No. 170

January 3, 1937

### Sandia Branch

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | STATIONS | Distance from Holtville |
|---|---|---|---|---|
| Yard PY 101 | 675.7 | TO | CALIPATRIA | 27.8 |
| | | | 6.1 | |
| 73 | 681.8 | | TURN | 21.7 |
| | | | 5.0 | |
| 24 P | 686.8 | | MUNYON | 16.7 |
| | | | 3.0 | |
| 73 | 689.8 | | MOSS | 13.7 |
| | | | 1.9 | |
| 24 | 691.7 | | ORITA | 11.8 |
| | | | 2.5 | |
| 24 | 694.2 | | CURLEW | 9.3 |
| | | | 3.3 | |
| 24 YP | 697.5 | | SANDIA | 6.0 |
| | | | 6.0 | |
| | 703.5 | | HOLTVILLE | 0.0 |
| | | | (27.8) | |

Service by extra trains only
List of Intermediate Spurs page 12.

## CALEXICO SUBDIVISION

**EASTWARD** — **WESTWARD**

Time Table No. 170

January 3, 1937

### Westmorland Branch

| Capacity of Sidings in Car Lengths | Distance from San Francisco | | STATIONS | Distance from Westmorland |
|---|---|---|---|---|
| Yard PY 101 | 675.7 | TO | CALIPATRIA | 12.6 |
| | | | 3.4 | |
| | 679.1 | | VERDANT | 9.2 |
| | | | 1.5 | |
| 12 | 680.6 | | SHAMROCK | 7.7 |
| | | | 2.5 | |
| 22 | 683.1 | | FONDO | 5.2 |
| | | | 5.2 | |
| 64 YP | 688.3 | | WESTMORLAND | 0.0 |
| | | | (12.6) | |

Service by extra trains only
List of Intermediate Spurs page 12.

## CALEXICO SUBDIVISION

Time Table No. 170

January 3, 1937

| | **EASTWARD** | | | | | | | | **WESTWARD** | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | THIRD CLASS | FIRST CLASS | | | | | | | FIRST CLASS | | | THIRD CLASS |
| Capacity of Sidings in Car Lengths | 452<br>S. D. & A. E.<br>Mixed | 92<br>Motor | 820<br>The Imperial | 94<br>San Diego<br>Passenger | Distance from San Francisco | | STATIONS | Distance from Calexico | 93<br>San Diego<br>Passenger | 91<br>Motor | 819<br>The Imperial | 451<br>S. D. & A. E.<br>Mixed |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| 48 Yard BKWYOP | | 3.15PM | 4.55AM | | 667.5 | A. B. S. | TO-R NILAND | 41.0 | | s 11.05AM | s 10.38PM | |
| | | | | | | | 4.5 | | | | | |
| P | | f | f | | 672.0 | | ESTELLE | 36.5 | | f | f | |
| | | | | | | | 3.7 | | | | | |
| Yard PY 92 W | | f 3.28 | s 5.25 | | 675.7 | | TO-R CALIPATRIA | 32.8 | | f 10.51 | s 10.28 | |
| | | | | | | | 1.2 | | | | | |
| Spur 77 P | | f | f | | 676.9 | | BERNICE | 31.6 | | f | f | |
| | | | | | | | 4.1 | | | | | |
| Spur 30 P | | f 3.37 | f 5.35 | | 681.0 | | ROCKWOOD | 27.5 | | f 10.42 | f 10.14 | |
| | | | | | | | 5.2 | | | | | |
| Yard BKWP 80 | | s 3.48 | s 6.08 | | 686.2 | | TO-R BRAWLEY | 22.3 | | s 10.33 | s 10.05 | |
| | | | | | | | 4.1 | | | | | |
| P | | f | f | | 690.3 | | GRAPE | 18.2 | | f | f | |
| | | | | | | | 5.3 | | | | | |
| Yard P 138 | | f 4.02 | s 6.28 | | 695.6 | | TO IMPERIAL | 12.9 | | f 10.17 | s 9.35 | |
| | | | | | | | 3.8 | | | | | |
| Yard BKPY 52 W | 6.00AM | s 4.14 | s 6.58 | 12.05AM | 699.4 | | TO-R EL CENTRO | 9.1 | s 3.10AM | s 10.07 | s 9.25 | s 6.50PM |
| | | | | | | | 4.6 | | | | | |
| Yard 75 P | f 6.15 | f 4.24 | s 7.13 | f 12.13 | 704.0 | | HEBER | 4.5 | f 3.01 | f 9.55 | s 9.10 | f 6.37 |
| | | | | | | | 4.5 | | | | | |
| Yard BKWYOP | s 6.30AM | s 4.35PM | s 7.25AM | s 12.23AM | 708.5 | | TO-R CALEXICO | 0.0 | 2.52AM | 9.45AM | 9.00PM | 6.25PM |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (41.0) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| | (0.30)<br>18.20 | (1.20)<br>30.75 | (2.30)<br>16.40 | (0.18)<br>30.30 | | | ......Time over District........<br>.....Average Speed per Hour..... | | (0.18)<br>30.30 | (1.20)<br>30.75 | (1.38)<br>25.10 | (0.25)<br>21.84 |

**Time of first class trains at Calexico applies at passenger station.**
**First class trains stop on signal at Raymer's Camp, mile and one half mile east of Bernice.**

List of Intermediate Spurs page 12.

### AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

| CLASS | NOT AIR-CONDITIONED | | AIR-CONDITIONED | |
|---|---|---|---|---|
| | All-Steel | Steel Underframe | All-Steel Cooling Season | All-Steel Heating Season |
| Baggage—60 ft. | 93,070 | | | |
| “ —66 ft. | 127,610 | | | |
| “ —70 ft. | 122,620 | | | |
| “ —70 ft. (With Auto. End Door) | 125,800 | | | |
| “ ..(Dynamo) | 98,730 | | | |
| “ | | 87,120 | | |
| Baggage & Mail—60 ft. | 103,620 | | | |
| “ “ “ —69 ft. | 124,760 | | | |
| “ “ “ —70 ft. | 129,140 | | | |
| “ “ “ | | 103,590 | | |
| “ “ “ Passenger | 108,675 | 112,640 | | |
| Express Refr.—N. P. Ry. | | 74,000 | | |
| “ “ —A. R. E. No. 40–154 | | 78,000 | | |
| “ “ — “ “ 155–224 | | 89,000 | | |
| “ “ — “ “ 500–506 | | 110,000 | | |
| “ “ — “ “ 1101–1175 | | 85,000 | | |
| “ “ —P. F. E. “ 500–799 | | 83,000 | | |
| Express, Horse | 133,050 | | | |
| Postal | 112,120 | | | |
| Postal Storage—40 ft. | 74.530 | | | |
| “ “ —60 ft. | 105,120 | | | |
| Club | 146,210 | 122,300 | 160,726 | 153,710 |
| Official | 170,700 | 155,370 | | |
| Chair—60 ft. | 100,620 | | 112,985 | 108,120 |
| “ —74 ft. (Ice Sys.) | | | 180,915 | 173,125 |
| “ —74 ft. (Steam Ejec. Sys.) | | | 197,944 | 181,600 |
| Coaches—60 ft. | 98,130 | | 110,380 | 105,630 |
| “ —70 ft. | 137,640 | | 151,671 | 145,140 |
| “ —72 ft. | | | 153,782 | 147,160 |
| “ —73 ft. | | | 168,245 | 161,000 |
| “ —72 ft. (Interurban) | 120,000 | | | |
| All-Day Lunch—Chair | 105,970 | | | |
| “ “ —Coach | 103,875 | | | |
| Cafe Coach | | 138,600 | *152,675 | *146,100 |
| Diner—70 ft. | | 135,930 | | |
| “ —72 ft. | 155,330 | 146,930 | | |
| “ —77 ft. (Arch Type Roof) (Ice Sys.) | 156,000 | | 170,857 | 163,500 |
| “ —77 ft. (Clere Story Roof) (Ice Sys.) | | 165,530 | 179,400 | 171,675 |
| “ —77 ft. ( “ “ “ ) (Mech. Sys.) | | | 189,581 | 173,836 |
| “ —79 ft. | 169,100 | | | |
| “ —80 ft. (Clere Story Roof) (Mech. Sys.) | | | 201,323 | 184,700 |
| Cafe Parlor | 148,950 | 161,200 | 160,198 | 153,350 |
| Lounge | | | 188,949 | 180,813 |
| Observation—75 ft. | 154,400 | | 169,185 | 161,900 |
| “ —77 ft. | | | 194,543 | 186,166 |
| “ | | 141,870 | | |
| Pullman-Observation (Ice Sys.) | 160,800 | 153,000 | 177,314 | 169,200 |
| “ “ (Mech. Sys.) | 160,800 | 153,000 | 185,627 | 170,300 |
| “ “ Lounge (Ice Sys.) | 171,200 | | 187,682 | 179,600 |
| “ “ “ (Mech. Sys.) | 171,200 | | 196,963 | 180,700 |
| Pullman Bedroom Car (Ice Sys.) | 167,600 | | 183,920 | 176,000 |
| “ “ “ (Mech. Sys.) | 167,600 | | 193,039 | 177,100 |
| “ Sleeper (Ice Sys.) | 163,100 | | 180,075 | 171,500 |
| “ “ (Mech. Sys.) | 163,100 | | 188,134 | 172,600 |
| “ Tourist (Ice Sys.) | 153,000 | | 168,663 | 161,400 |
| “ “ (Mech. Sys.) | 153,000 | | 167,625 | 162,500 |
| Rail Gas-Electric Car, 400 H.P. | 158,400 | | | |
| “ “ “ “ 600 H.P. | 167,200 | | | |

*Steel Underframe.

## INTERMEDIATE SPURS

| NAME | Mile Post | Capacity |
|---|---|---|
| **Santa Barbara—Burbank Jct.** | | |
| So. Cal. Edison | 399.6 | 14 |
| Tapo Citrus Assn | 437.0 | 14 |
| El Rio | 405.6 | 12 |
| Todd | 410.6 | 9 |
| **Ojai Branch** | | |
| Matilija | 411.1 | 3 |
| La Cross | 405.1 | 8 |
| Weldons | 402.4 | 3 |
| Wadstrom | 400.3 | 19 |
| Ebba | 399.4 | 3 |
| Chrisman | 399.0 | 12 |
| **Santa Paula Branch** | | |
| Kimball | 404.5 | 15 |
| Tepic | 413.3 | 2 |
| Kevet | 415.9 | 8 |
| Keith | 421.2 | 22 |
| Fillmore Gravel Pit | 423.8 | 33 |
| Wilshire | 426.8 | 8 |
| Cates | 429.2 | 8 |
| Rockbank | 432.5 | 18 |
| So. Cal. Edison | 446.2 | 26 |
| **Burbank Branch** | | |
| Lapaco | 463.9 | 3 |
| **Saugus—Los Angeles** | | |
| Consolidated Rock | 465.1 | 10 |
| Industrial | 477.9 | 22 |
| Taylor | 479.3 | 30 |
| **Los Angeles—Colton** | | |
| Stoneman | 489.3 | 14 |
| Ambler Grain Mill | 491.3 | 13 |
| Rudell | 491.7 | 14 |
| Savanna | 493.2 | 57 |
| C. C. Stafford | 496.5 | 16 |
| International Livestock | 498.4 | 14 |
| Hill-Benton | 508.1 | 12 |
| Viento | 526.1 | 11 |

| NAME | Mile Post | Capacity |
|---|---|---|
| **Colton—Indio** | | |
| Oehl Packing Co | 540.4 | 16 |
| **Niland—Calexico** | | |
| Miller and Cummings | 688.0 | 14 |
| **Sandia Branch** | | |
| Butters | 689.6 | 11 |
| Fuller | 699.4 | 9 |
| **Westmorland Branch** | | |
| Casaba | 684.8 | 2 |
| **Laguna Branch** | | |
| Bard | 737.8 | 14 |
| **Duarte Branch** | | |
| Sunnyslope | 492.9 | 3 |
| **Covina Branch** | | |
| P. E. Ry | 502.0 | 3 |
| Lateen | 503.0 | 8 |
| Hobbs | 512.9 | 14 |
| **Riverside Branch** | | |
| Grand Terrace | 541.2 | 2 |
| **Redlands Branch** | | |
| Eastberne | 549.2 | 7 |
| Warner | 549.9 | 2 |
| **San Pedro Branch** | | |
| Dolores | 498.4 | 2 |
| **Santa Ana Branch** | | |
| Mirakol Chemical Co | 513.3 | 6 |
| **Los Alamitos Branch** | | |
| Neff | 510.3 | 3 |
| **Tustin Branch** | | |
| D. Hewes | 520.1 | 6 |

Figures shown in time table, under heading "Capacity of Sidings in Car Lengths," denote number of cars averaging 46 feet that the respective sidings will hold, not including cabooses or engines.

# SPECIAL INSTRUCTIONS

# "SAFETY"

**RULE 2.** Watch inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

| | |
|---|---|
| Los Angeles | Newton Moore, 301 O. T. Johnson Bldg.<br>Geo. D. Davidson Co., 445 S. Spring St.<br>O. H. Patzer, 2708 North Broadway<br>Ralph Laraway, 1222 San Fernando Rd. |

| | | | |
|---|---|---|---|
| Glendale | John R. Leaney | Indio | F. B. Dozier |
| Whittier | F. A. Pensinger | Yuma | Wm. Baird |
| Santa Ana | R. H. Ewert | San Fernando | F. G. Marshall |
| Oxnard | Jack Davis | Van Nuys | C. H. Berggren |
| Santa Barbara | I. F. Bitterly | Ventura | R. W. Cummings |
| San Pedro | Chas. E. Perham | Brawley | F. T. De Arman |
| Long Beach | P. T. Myers | El Centro | R. E. Couch |
| Pasadena | J. Herbert Hall Co. | Fillmore | Harvey H. Hoy |
| Pomona | W. B. Parsonage | San Bernardino | Chas. M. Hanf |
| Colton | E. W. Cosgrove | Riverside | F. S. Fisher |
| Redlands | Howard S. Smith | Calexico | C. L. Wells |
| Beaumont | J. Fred Sprague | | |

**RULE 10.** Between Grand Terrace and San Bernardino signals must be placed on east side of track.

**RULE 14 (d).** As specified below, four long and one short sounds will be indication that flagman may return from west as prescribed by Rule 99:

| | |
|---|---|
| Saugus | Trains on Santa Paula Branch. |
| Burbank Jct | Trains on Coast line via North Los Angeles and trains on Burbank Branch. |
| Mission Jct | Trains on River Station Tower line. |
| Pomona | Trains on Covina Branch. |
| Ontario | Trains on Chino Branch. |
| Araz Jct | Trains on Inter-Cal. line. |
| Colorado | Trains on Laguna Branch. |

**RULE 14 (e).** As specified below six long sounds will be indication that flagman may return from east as prescribed by Rule 99:

| | |
|---|---|
| Calipatria | Trains on Sandia and Westmorland Branches. |
| Niland | Trains on Calexico line. |
| Bryn Mawr | Trains on Redlands Branch. |
| Colton | Trains on Riverside and San Bernardino Branches. |
| Pomona | Trains on Chino Branch. |
| Bassett | Trains on Covina Branch. |
| Alhambra | Trains on Duarte and Pasadena Branches. |
| Chatsworth | Trains on Burbank Branch. |
| Ventura Jct | Trains on Ojai Branch. |
| Montalvo | Trains on Santa Paula Branch. |
| Thenard | Trains on Long Beach Branch. |
| Firestone Park | Trains on Santa Ana Branch. |
| Studebaker | Trains on Whittier Branch. |
| West Anaheim | Trains on Los Alamitos Branch. |
| Tustin Jct | Trains on Tustin Branch. |
| Stanton Jct | Trains on Los Alamitos Branch. |
| River Station Tower | Trains on Mission Jct. line. |

**RULE 17 (C).** Headlight on light engines running forward must be dimmed in A, B, and C units Los Angeles yard.

**RULES 17 and 19.** Night signals will be displayed through all tunnels.

**RULE 21 (C).** Indicators of engines on extra trains will be displayed during time train is in Colton yard.

Indicators may be displayed on incoming engines at Indio until they arrive at roundhouse.

**RULE 26.** When signal displayed at end of ice platform along P. F. E. tracks 5, 6 and 7, Colton; cars on these tracks must not be coupled to or moved.

**RULE D-71.** Trains and engines may move within limits of Los Angeles yard with current of traffic irrespective of time table superiority, but must avoid delaying first-class trains.

Eastward trains may move on Eastward track irrespective of time table superiority Araz Jct. to Yuma.

**RULE S-72.** Westward trains are superior to trains of the same class in the opposite direction.

**RULE 83.** Observation check may be made by westward trains on double track between Yuma and Araz Junction, to be applied at end of double track.

Trains approaching each other between these stations must reduce speed sufficiently to permit identification.

Eastward trains must comply with Rule 14 (k) when approaching trains on opposite track.

**RULE 83 (A).** At the following stations only trains indicated will register.

Los Angeles Yard and Los Angeles, originating and terminating.

Light engines will not register at Los Angeles Yard except those to and from the Firestone Park Sub-division.

When directed to register at an intermediate station, an extra train must show in column captioned "signals," the number and date of train order authorizing its movement; also the restricting order if such an order is in effect.

**Rule 83 (B).** Trains may register by ticket as follows:

| | |
|---|---|
| Saugus and Colton | First class trains |
| Niland | Nos. 1, 2, 3, 4, 5, 6, 11, 43, 44, 822, 824 |
| Calipatria | Nos. 91 and 92 |

### SANTA BARBARA

Train order office is located at freight house 8:00 A.M. to 12:01 A.M., and at passenger station 12:01 A.M. to 8:00 A.M.

Conductors and engineers of westward first-class trains receiving train orders and instructions at freight house will deliver them to relieving crew at passenger station.

First-class trains must register at passenger station and must register by ticket at freight house when operator on duty.

Rule 14 (k) must be applied between West Santa Barbara and East Santa Barbara when passing opposing trains.

**RULE 83 (D).** Trains must obtain clearance before leaving:

| | |
|---|---|
| Saugus | To and from Santa Paula Branch. |
| Los Angeles Yard, River Station Tower or Firestone Park, en route to Firestone Park Subdivision. | |
| Beaumont | All trains. |
| Yuma | Inter-California Railway routed trains, Inter-California Railway clearance in addition to Southern Pacific clearance. |

**RULE 83 (E).** A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals."

When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals."

**RULE 93.** Yard limits are established at:

Santa Barbara
Ventura
Montalvo (on Santa Paula line only)
Oxnard
Fillmore
Saugus
San Fernando
Los Angeles
Santa Ana
Anaheim
West Anaheim
San Pedro
Long Beach
Pomona
Covina
Chino
Ontario
Colton
Riverside
San Bernardino
Redlands (Second St.)
Craften
Beaumont
Indio
Niland
Calipatria
Brawley
Imperial
El Centro
Heber
Calexico

Approach west switch "A" unit, Los Angeles Yard, on third track east of Glendale Tower with caution. Call for signal from switchtender; failing to receive signal stop west of west switch.

Westward trains before entering "A" unit, Los Angeles Yard, must sound whistle signal one long, one short, one long.

Switch leading westward off westward main track towards Butte Street Yard, near 27th and Alameda, Los Angeles, also crossover switches in same location, may be left as used.

**RULE 95.** Eastward first-class trains taking down signals at Colton must do so at yard office.

**RULE 97.** Extra trains must not run via Santa Paula, Burbank, Covina, Chino, or Sandia branches unless train order so specifies.

**RULE D-97 (A).** Will apply between Santa Barbara and East Santa Barbara, Burbank Jct., Firestone Park and Alhambra and between Araz Jct. and Yuma.

Eastward extra trains with running orders terminating at Burbank Junction may proceed beyond that station without a clearance, being governed by train order signal.

### RULE 98. RAILROAD CROSSINGS NOT INTERLOCKED.

**Los Angeles Ry., on following spurs, Boyle Mfg. Co., Santa Fe Ave., near Fruitland Road; California Dressed Beef Co., 3969 Santa Fe Ave.; Date Street on Macy Street, Holbrook, Merrill and Stetson Spur, just east of Naud Jct.—STOP 25 feet from crossing and do not proceed until member of crew has gone on to crossing, ascertained that it is safe to do so, and has given suitable proceed signal.**

**Los Angeles Ry., on Second St., Los Angeles, Davies Spur—STOP.**

**Los Angeles Ry., on Central Ave., Los Angeles, Bernard Spur—STOP.**

**Los Angeles Ry., on Mateo St., East end coach yard—STOP. After stop has been made, clear of the Los Angeles Ry. tracks, yard engine must not proceed if a car is approaching on the Los Angeles Ry. tracks within 125 feet of the crossing, until such car has been stopped clear of the crossing. Waiting car on Los Angeles Ry. tracks must have right of way provided ready to move immediately.**

**Pacific Electric Railway:**

**North Hollywood—STOP.**

**Van Nuys, Canoga Park—Approach not exceeding 8 miles per hour. If crossing clear, proceed.**

**One mile east of Tweedy, 1.1 miles east of Vernondale—approach not exceeding 6 miles per hour. If crossing clear, proceed.**

**First crossing one-half mile west of Wilmington, unless clear view and crossing seen to be unobstructed—STOP.**

**Trains and engines must stop before proceeding over Pacific Electric crossing one mile east of Thenard (Long Beach Branch) and 0.4 mile east of Stanton, and a member of the crew must go forward and ascertain that no train is approaching on opposing route in either direction that will interfere with movement of their train over crossing. In foggy or inclement weather when view is obscured all cars and trains on the opposite line of railroad will be brought to a stop before proceeding over the crossing.**

**Griffith Lumber Spur, Santa Ana—STOP.**

**Pasadena Branch M. P. 488.5 and Duarte Branch M. P. 488.7—STOP, be preceded by flagman and not foul crossing if Pacific Electric train is approaching.**

**Colton—Trains or engines must approach crossing prepared to stop before fouling same. When it is seen crossing is clear, trains or engines may proceed without stopping. Engines shoving cars will stop clear of crossing and proceed when same is seen to be clear. Cars must not be kicked over this crossing.**

**Union Pacific Ry.—Old Chino line, Ontario—STOP. Electrically locked derail.**

**Cars must not be kicked over a railroad crossing not protected by an Interlocking plant, unless a member of the crew is at crossing.**

**West end Calexico Subdivision at Niland is at connection just west of station.**

**RULE 103 (A).** Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Edison Spur one mile west of Pardee—Telegraph Road on Spur. (Movements to be made only during daylight hours.)

Limoneria Spur and Rockbank—Telegraph Road on spur.
Industrial—Fletcher Drive, on Van de Kamp spur.
South Gate—Independence Avenue, on Philadelphia Quartz Co. spur.
Lynwood—Truck Boulevard, on Pacific Iron and Steel Co. spur.
Riverside—Orange Avenue, Seventh and Eighth Streets.
Redlands Second Street—Orange Street, Second Street.
Redlands Second Street—Fourth Street on Mutual Orange Assn. spur.
Duarte—Foothill Boulevard, east of Station.
Anaheim—Los Angeles Street.
Santa Ana—Fourth Street.
Alhambra—Mission Road on track leading to Edison Plant.
Yuma—All crossings in old yard.

Before pushing or backing cars on house track or drill track over Main Street crossing, El Centro, flagman must be placed on crossing until leading car has passed.

**RULE 104.** The normal position of switches at junction points is as follows:

| | |
|---|---|
| East Santa Barbara...... | Oil buffer spring switch—westward trains. |
| Firestone Park (eastward) | Los Angeles—Anaheim Blvd. |
| Firestone Park (westward) | Santa Ana—Los Angeles. |
| Stanton Jct............... | West Anaheim—Los Alamitos. |
| Alhambra................ | Switch in westward siding for Duarte Branch. |
| Ganesha Jct.............. | 170 feet east of LaVerne and Lone Hill—Pacific Electric Line. |
| Ontario.................. | Switch in siding for siding. |

Inside crossover switch west end team track, Ventura, must be left lined for the straight track instead of crossover.

**RULE 104 (D).** Use of S. P. class engines in making running switches is prohibited unless engine is routed over other than diverging track, except at east end Beaumont where speed must not exceed 8 miles per hour entering turnout.

**RULE 105.** West end Burbank Branch, Chatsworth, is at East Connection Switch, Signal 4461, east of station.

West end Covina Branch at Bassett is at Covina main track derailing switch near water tank.

West end Chino Branch is at Pomona Junction.

When using siding at Oxnard, eastward trains must enter and westward trains leave through connection at Signals 4078 and 4077. Inside switch on siding must be left lined for drill track.

First-class trains, meeting at Pomona, will use connections just east and west of station to enter and leave siding.

At Colton, taking siding, initial switch for eastward first-class trains is just east of A. T. & S. F. Ry. crossing, and for eastward freight trains is switch just east of Ninth Street, leading into train yard. Eastward inferior trains using main track between A. T. & S. F. Ry. crossing and switch leading into train yard must do so only under protection against superior trains.

When first-class trains meet at Indio, eastward train take siding through connection just west of station.

Eastward extra passenger trains, unless otherwise instructed, take siding at Indio, using connection 200 feet east of signal 6110.

Trains taking siding at stations where eastward and westward sidings are designated by the letters "E" and "W", respectively, must enter at initial switch, direction bound, unless otherwise instructed. At Palm Springs westward siding is next to main track and eastward siding is second from main track, and inside switches at approaching end of siding must be left lined accordingly.

**RULE 221.** Light will not be displayed in train order signals on Firestone Park Subdivision east of Firestone Park; nor on Santa Paula, Duarte, Pasadena and Covina branches except when train orders are to be delivered.

**RULE 221 (A).** It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatchers, nor will they complete that portion of clearance reading:

"OK at............M..........Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's OK before the orders are delivered.

**RULE 825.** When necessary to cut crossing and a distance of 100 feet on each side cannot be provided, a human flagman must protect. Cars must not be left in any position that would in any way intercept the view of an autoist or pedestrian of an approaching train, unless crossing is protected as stated above.

In cutting crossing Sepulveda Boulevard Raymer, Penrose Ave., Roscoe or Sheldon Ave., Wahoo, openings must be made so that cars or engines will not be left within 100 feet of either property line unless crossing is protected by a member of train crew or other competent employe acting as flagman.

Cars must not be left standing on tracks within 100 feet of the following intersections at Burbank: Burbank Boulevard, Magnolia Ave., Olive Ave., Verdugo Ave., Alameda Ave., except cars may be spotted for service at Libby, McNeill & Libby Plant, S. E. corner of Verdugo Ave. and S. P. tracks; Andrew Jergens Soap Co., S. W. corner of Verdugo Ave. and S. P. tracks; Hudson-Bonney Lumber Co., N. E. corner Alameda Ave. and S. P. tracks; on Team Track, most northerly track crossing Olive Avenue.

Skids at Santa Barbara, one located on fence next main track west of Chapella Street, other on fence west of Montecito Street.

A skid must be placed on rail, against wheel of east truck, of cars set out on passenger house track to prevent movement should hand brakes be released.

After skids have served their purpose, they must be returned to their proper location.

### TRAIN AND AIR INSPECTION

Freight trains eastward must stop at Cabazon and Garnet, and westward at El Casco or Ordway 10 minutes for inspection.

Exceptions:

If required to stop at any station, Owl to Garnet, inclusive, not less than 10 minutes inspection will be made, and subsequent run for inspection must not exceed 14 miles where not less than 10 minutes inspection must be made.

When an eastward train is delayed to exceed 25 minutes at an inspection point. subsequent run for inspection must not exceed 10 miles.

Eastward freight trains, which do not stop at Rimlon, must stop 5 minutes at Edom.

Engines running light on descending grade between Colton and Edom must stop for inspection a sufficient length of time for engineer to satisfy himself that tires and machinery are in satisfactory condition.

Between Yuma and Niland, trains handling loaded cars must not make a continuous run to exceed forty (40) miles without stop for inspection, except eastward trains may run Niland to Drylyn, and Acolita to Yuma.

### AIR BRAKE RULE 11.

Air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, shall be made as follows:

After train is made up and engine attached, the engineer will apply brakes with 20 pound service reduction and leave them applied. Trainmen will then pass along train to determine that brake is applied on each car. Numbers of any cars found with inoperative air brakes must be reported on Form 2809 and such cars assembled and switched to rear of train, next ahead of caboose, before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, latter must comply with last part of Rule 11 to avoid brakes sticking from an overcharge of the brake system, etc.

If necessary to switch any cars to rear account brakes being inoperative, Rule 17 must be complied with before departure.

Rule 34 must be observed to determine by rolling inspection that each brake releases properly.

### AIR BRAKE RULE 13.

At lay-over points for passenger equipment, where there are no car inspectors, crews must make air brake test before starting on initial trip, as follows: Brake pipe must be fully charged, engineer then apply air brake; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must give signal 16-E from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

### AIR BRAKE RULE 16.

Air brake test must be made before descending grade from Beaumont.

Within limits Los Angeles Yard air brake test must be made only leaving originating point unless continuity of brake pipe has been disturbed.

In conjunction with air brake test leaving Los Angeles Yard, Yuma, and approaching Burbank Junction eastward, communicating signal 16-H will be used.

If the air brake on a westward train is used at Burbank or Burbank Junction, test approaching Raymer interlocking limits is not required on that train.

**AIR BRAKE RULE 17.**

At Beaumont: Rear end test must be made by freight trains immediately before leaving; except running test may be made by westward trains of not over 65 cars immediately after leading engine passes east yard limit board and, if brakes operate properly, stop for rear end test not required.

Rear end test on incoming freight trains after setting out cars in one unit of Los Angeles Yard and before proceeding to another need not be made.

Before a train which has stopped on grade is signalled to proceed, air gauge in caboose must be observed. If gauge indicates brake pipe unobstructed and registers a pressure of not less than 65 pounds, proceed signal may be given.

**AIR BRAKE RULE 56.**

### PASSENGER TRAINS

Descending grade between Bryn Mawr and Garnet retaining valves on not less than 75% of cars in the train must be turned up.

### FREIGHT TRAINS

125 M's per operative brake must not be exceeded on descending grade between Colton and Garnet.

One retaining valve for each 120 M's, commencing at forward end of train must be turned up Beaumont to Edom. Retaining valves may be turned down at Rimlon if train stops for other operating reasons and not required beyond in judgment of engineer.

One retaining valve must be turned up for each 140 M's Beaumont to Redlands.

One retaining valve must be turned up for each 200 M's Redlands to Colton.

One retaining valve must be turned up for each 100 M's in westward trains of over 10 cars on Pasadena and Redlands branches.

One retaining valve must be turned up for each 400 M's in eastward freight trains of 45 or more cars as follows:

At Tunnel or Sylmar turn up each alternate, beginning with head car; at Pacoima turn down those in use and turn up each alternate, beginning with next to head car; at Burbank Junction turn down.

If, in the judgment of the engineer, or conductor, additional retaining valves are required to properly control speed of the train, trainmen shall turn them up accordingly.

Where retaining valves are used the rate of speed of freight trains on any grade of over one per cent must not exceed 25 miles per hour, and on grades of this character, more than five miles long, for the first five miles the time consumed in traveling any one mile shall not be less than three minutes. This will not be authority to exceed specified speed restrictions.

**RULE 829.** Westward passenger trains, except No. 75, of 14 or more cars, take water at Oxnard and in making station stop, Santa Barbara, rear of train must clear State Street.

**RULE 833.** Whenever practicable locomotive cranes, or cranes of similar type must be handled in trains with heavy end forward.

**RULE 836.** Cars moved from one station to another ahead of engine on descending grade must be chained to the engine. Switching movement on descending grades must be protected by a derail. When practicable engine must be kept on down hill end of cars.

When necessary to move cars ahead of engine do not exceed 20 miles per hour.

**RULE 843.** When a train is split at two sidings for the purpose of meeting or passing trains, conductor must accompany both portions of the train.

**RULE 869.** Steep grades descending:

| | |
|---|---|
| Eastward.......... | Chatsworth to Glendale.<br>Tunnel to Glendale.<br>Alhambra to Bassett.<br>Bloomington to Colton.<br>Beaumont to Indio.<br>Knob to Yuma. |
| Westward.......... | Beaumont to Colton.<br>Pomona to Puente.<br>Hasson to Camarillo. |

All brakemen must ride on top of their freight trains through yards at Santa Barbara (except rear brakemen of westward trains entering yard), Los Angeles (between Glendale and Aurant) and Indio.

Trainmen must not ride on top of their train while passing through Tunnels 25 and 26.

Swing brakemen must ride near middle portion of train assigned to them.

**RULE 883.** Engines under steam must not be stored or left unattended on tracks that are not protected by derails against entry to main track.

### AUTOMATIC BLOCK SYSTEM

Block Signals in addition to those shown in brackets on schedule pages are in operation as follows:

| | |
|---|---|
| River Station Tower and Naud Junction....... | Eastward Track |
| College Street and River Station Tower....... | Westward Track |
| Mission Junction and Naud Junction........... | Westward Track |
| River Station Tower and Mission Junction | |
| Dayton Ave. Tower to East Bank Junction | |
| Firestone Park governing westward trains. | |
| Piru, East and West end.............................. | Distant signals |
| Camulos, East end........................................ | Distant signal |
| Castaic, East end.......................................... | Distant signal |

When signals 4789, 4791, 4793 and 4790 indicate stop, trains must not proceed until signal indicates proceed, or hand signal to proceed is received from switch tender.

Dwarf light block signal 7320, east leg of wye Colorado, is normally dark. When derail closed signal will light and indicate stop. When route is properly lined, and no train or engine in block, signal will indicate proceed. Train or engine moving to westward main track throw derail first, and when moving to eastward main track throw derail, then switch at west end of crossover.

Dwarf light block signal 6992, El Centro, governing movement eastward trains of S. D. & A. E. is normally dark. When route properly lined and no train or engine in block signal will indicate proceed. If it continues to indicate stop 2 minutes after route is lined, be governed by Rule 509.

### OIL BUFFER SPRING SWITCHES

These switches located as follows and speed indicated must not be exceeded passing over them:

End of double track, East Santa Barbara—Eastward, 15 M.P.H.; Westward, 20 M.P.H.

East end of freight lead, East Santa Barbara—Westward, main track, 20 M.P.H. Dwarf Light Block Signal governing eastward movement from Freight Lead to Main Track at Clearance Point. Signal normally dark, but will display light indication when train or engine enters lighting circuit on lead. If the Main Track either side of the switch within the lighting circuit is occupied, Signal will indicate Stop. If signal indicates stop, train may proceed in accordance with Rule 509, but must be protected as prescribed by Rule 99.

West end Siding El Casco—Entering or leaving siding, 20 M.P.H.

When a block signal in advance of a facing point oil buffer spring switch indicates "STOP," careful examination of switch must be made before passing over it.

When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used nor boosters started while passing over these switches.

**RULE 509.** A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position.

The following block signals have included in their control limits some special protective device. When these signals indicate "STOP", careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding; 4574 - 4579 Culvert 457-D; 3727 - Oil Buffer Spring Switch; 3721 - Oil Buffer Spring Switch; 5520 - Oil Buffer Spring Switch.

Block signals—4500 to 4513 Saugus—5396 Colton—6111, 6115, 6116, 6118, 6119, 6121 Indio—7085 Calexico, govern movement of trains entering yards. If signals indicate stop, after stopping train may proceed with caution, not exceeding 12 miles per hour.

Short arm signal 5629 east end Beaumont siding governs trains entering siding. If signal does not clear when switch is thrown train must proceed under protection of flag through siding.

Eastward freight trains having more cars than can be placed between San Fernando Road and home interlocking signal at Burbank Junction; if automatic home signal 4706 indicates stop, must stop west of crossing and communicate with signal operator by telephone located on post opposite signal 4706.

**RULE 509 (E).** That portion reading: "And the intervening track is seen to be clear," is interpreted as referring to the track being clear of engines and/or cars.

**RULE 511.** Within block signal limits after switches of a crossover are thrown wait three minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant.

**RULES 512 and 512 (A).** Switch indicators and dwarf signals located
Montalvo Wye.
West end house track, Oxnard.
Hill-Benton spur between Walnut and Spadra.
East end yard track, Indio.

When switch indicator shows block clear, derail and switch may be lined for movement to main track. Signal is normally dark, but when derail is lined, signal will light and indicate stop. When derail and switch are both lined and block is clear, signal will indicate proceed. When switch indicator shows block occupied derail only may be lined. After waiting two minutes switch may be lined. If signal indicates stop after switch and derail have been lined, train will proceed as prescribed by Rule 509.

**RULE 516.** Block signal lay out at Haig, Nicklin, Pershing, Mons and Flowing Well is so arranged that by opening main track switch or derailer, block signals between these stations and the next station beyond will indicate stop. When holding main track to meet a train, do not open switches until approaching train has passed the signal intermediate between stations.

Overlap posts are located at:

Newhall —Eastward trains—2000 feet east of west switch.
Stoneman—Eastward trains—Midway between switches.
Stoneman—Westward trains— " " "
Savanna —Eastward trains— " " "
Bernice —Westward trains— " " "
Colorado —Eastward trains—signal 7318.

### INTERLOCKING

When train, which has been given interlocking signal at any crossing, does not wish to use crossing, give two short, one long and two short sounds of steam whistle for the information of signal operator.

#### LOS ANGELES YARD
#### BURBANK JUNCTION TOWER

To Roscoe or Los Angeles, one long.
To Hewitt, one long, four short.
To siding, five short.
To Industrial lead, one short, one long, one short.

### GLENDALE TOWER

To or from lead unit "A," five short.

### DAYTON AVENUE TOWER

To Glendale or Los Angeles, one long.
To East Bank line, or "C" unit, five short.
To Midway unit or freight lead, one long, one short, one long.

If Signal 4808-SA indicates stop, train may if yellow flashing light is displayed, proceed in accordance with Rule 663 (a). In the event flashing light not received, call tower on telephone for authority to proceed under Rule 663 (b).

If either interlocking signal at west end of East Bank Line or interlocking dwarf signal at first crossover west of East Bank Junction on East Bank line, governing movements against current of traffic on eastward track indicate stop, call tower on telephone for authority to proceed under Rule 663 (a).

### RIVER STATION TOWER

To Glendale or Los Angeles, one long.
To Mission Junction or Yard lead, five short.
To tracks one to five inclusive or to "B" shed, except track one, one long, one short, one long.
To tracks six to eleven, inclusive, or to track one "B" shed, one long, four short.
To Mission Junction against current of traffic, four short, one long.

### NAUD JUNCTION TOWER

To Mission Junction, four short.

### MISSION TOWER

To Alhambra or Naud Junction or east or west on East Bank Line, one long.

To Roundhouse and to or from East Bank or Alhambra, one long, four short.

To River Station Tower, five short.
To Brewery spur or Lacy Manufacturing Co., three long, one short.
To Union Pacific transfer, four short, one long.
To outbound roundhouse track, or Pacific Coast Packing Co., one long, one short, one long.
To Pressed Brick spur, two short, one long, one short.
To Barber Asphalt Co., one short, one long, one short.
To River Station Tower against current of traffic, one long and one short, followed by five short.

### CLEMENT JUNCTION TOWER

To Butte St. Interchange Yard, one long, one short, one long.

### NADEAU INTERLOCKING PLANT (AUTOMATIC)

Crossing A. T. & S. F. Railway, 0.9 mile east of Vernondale.

### SANTA ANA BRANCH

### SOUTHGATE INTERLOCKING PLANT (AUTOMATIC)

Crossing Union Pacific Ry.

### ALHAMBRA TOWER

Switch at end of double track and derail on eastward track are operated by signal operator. If signals indicate stop call signal operator on telephone and when authorized by him, proceed in accordance with Rule 663 (b). Rule 605 does not apply at this tower.

### EL MONTE TOWER

To or from siding, five short.

### CHINO BRANCH

### POMONA JUNCTION TOWER

To Packing House track, one long, four short.

### ONTARIO INTERLOCKING PLANT (AUTOMATIC)

Crossing Union Pacific Ry., 0.2 mile west of Ontario.

### BLOOMINGTON TOWER

To or from siding, five short.
To house track or packing house spur, one long, one short, one long.

### COLTON TOWER

To No. 1 track, one long four short.
To No. 2 track, one long, one short, one long.
To Riverside, one short, two long.
To Santa Fe interchange, five short.

### SAN BERNARDINO—E STREET TOWER

To wye, one long, one short, one long.
To house track, three long, one short.
To Pacific Electric track, one long, four short.

### HIGHGROVE INTERLOCKING PLANT (AUTOMATIC)

Crossing of A. T. & S. F. Railway, 0.7 mile east of Orange Center.

### ARAZ TOWER

Switches at Araz Junction are operated by signal operator.

If signals indicate stop, call signal operator on telephone and when authorized by him, crank switches if route is not properly lined, and proceed in accordance with Rule 663 (b).

Crank and instructions in box on post opposite switch.

For Inter-California Railway, one long, four short.
Crossover switches at Araz will be thrown by signal operator.

### AUTOMATIC INTERLOCKING PLANTS

When signal governing use of automatic interlocking indicates "Stop" and no cause to be seen, or, if a standing train is seen on intersecting tracks with no indication that they are to proceed, flagman must be sent ahead immediately to open box, equipped with a switch lock, at crossing and must comply with rules posted therein.

After release has been operated by flagman, signal should change to "Proceed," or a red indicator light appear at interlocking signal. If red indicator light appears, train may proceed over crossing. In the event red indicator light does not appear, movement over crossing must be protected in each direction on the intersecting tracks. Instructions in box indicate the time interval required for release to function.

## STAFF SYSTEM

### COVINA BRANCH

Between Lone Hill, San Dimas, La Verne and Ganesha Junction, and between Baldwin Park, Irwindale and initial switch yard on Reliance Spur.

## MISCELLANEOUS

**1.** Leading engines on freight trains of over 30 cars descending grade must be detached while taking water at Moorpark, Chatsworth, Raymer, San Fernando, El Casco, Beaumont, Cabazon, Palm Springs, or Garnet.

**3.** Freight trains of over 70 cars exceeding 4500 M's with one 2-10-2 engine or 5300 M's with one S. P. class engine must be doubled from Chatsworth to Hasson.

**4.** For the purpose of pushing trains out of yards:

(a) No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

(b) Engines of 4000 or 4100 class will not be placed behind steel underframe cabooses.

(c) Air will not be coupled through pusher engine.

(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

(e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

(f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

In helper service:

(a) No helper engine will be placed behind wooden underframe cars or cabooses.

(b) Helper engines of 4000 or 4100 class will not be placed behind steel underframe cabooses.

(c) In no case will more than one helper engine be placed behind steel underframe cabooses.

(d) When helper engines are used in rear of freight trains, C and lighter class must be placed behind heavier class.

(e) Helper engines on freight trains must be placed in rear through Tunnels 25 and 26.

(f) Engines with cars must not be cut off or coupled to a train while same is in motion.

**6.** Ventura County Railway has preference on Oxnard Wye.

**8.** At points where engine is to be changed, or cars set out or picked up on passenger trains, rear brakeman will open steam valve on rear of train at station one-mile board and engineman will shut off the steam one half-mile from station.

**10.** Pocket track, Saugus, extending west from westward siding, must not be used by trains.

Tracks diverging from main track to following industries and routes Los Angeles yard must not be used by engines equipped with pony or engine truck:

Lincoln Warehouse Spur, College Street,
Paraffine Spur, Main Street, just east of Naud Junction,
Kerckhoff Lumber Co., Naud Junction,
Daniels Spur, West of Aliso Street,
City Water Department, Ducommon Street,
Los Angeles Warehouse, Jackson Street,
Jackson Street Drill, Jackson Street,
Wickwire Spencer Steel Co., Turner Street,
California Hardware, Davies Spur No. 1 and Davies Spur Extension, between 1st and 2nd Streets,
Roeblings Spur, 2nd Street.
Haas, Baruch & Co., Panama No. 3, Panama No. 4, Ducommon Spur, between 2nd and 3rd Streets.
Southern California Box Co., between 3rd and 4th Streets.
Bekins Van and Storage Co., 4th Street.
Fifth Street Team, 5th Street.
Simmons Bed Co., between 5th and 6th Streets.
New Sixth St. Market, 6th Street.
Old Sixth St. Market, between 6th and 7th Streets.
Santa Monica Air Line, 25th Street.
South Leg of Wye, Butte Street, 25th Street.

F, Mt, SP and AC class engines must not be used on any Branch.

Engines heavier than F Class must not use transfer track at San Fernando.

Engines heavier than C5 class must not be used on Pasadena and Duarte Branches.

Engines heavier than M4 class must not be used on Ojai Branch except C class may be used between Ventura Junction and Ortonville.

Engines heavier than M4 class must not be used on Smeltzer, Los Alamitos, Tustin and Laguna Branches.

Engines heavier than C class must not be used on tracks at points listed below:

| | |
|---|---|
| **Santa Barbara Yard** | In old yard, Caboose, Swamp, team behind freight house. Must not back up through short crossovers at west end freight yard. |
| **Summerland** | All, except main track and west end of oil track for a distance of 450 feet from clearance point. |
| **Ortega** | Spur off west end of siding. |
| **Carpinteria** | Spur, outfit, MOD spur east of road crossing. |
| **Seacliff** | House, 200 feet beyond clearance point, both ends. |
| **Ventura** | Wholesale Grocery, Union Oil, Corral, spurs on Ojai branch between Ventura Jct. and Main St. except Hobson Bros. and water spurs. |
| **Montalvo** | Spur off west end siding, all tracks in Old Yard except Main track, Texaco Oil spur. |
| **El Rio** | Spur. |
| **Oxnard** | Wye and No. 4, G & G spur west of packing shed. |
| **Todd** | Spur. |
| **Leesdale** | Beet beyond clearance point. |
| **Sucrosa** | Beet. |
| **Camarillo** | S.P. Milling from west switch to point 90 feet west of switch to Walnut House. |
| **Somis** | Corral and S.P. Mill beyond west end warehouse. |
| **Lagol** | Spur. |
| **Moorpark** | Corral, Standard, Union Oil spurs and S.P. Mill beyond west end warehouse. |
| **Strathearn** | Corral. |
| **Simi** | Warehouse. |
| **Santa Susana** | Tapo spur Mill, Corral, Oil spur, House, 200 feet beyond clearance point, both ends. |
| **Hasson** | Spurs at east end Hasson siding. |
| **Chatsworth** | Storage, all tracks in Old Chatsworth Park yard from a point 100 feet west of switch. |
| **Hewitt** | Team. |
| **Wahoo** | Quarry. |
| **San Fernando** | Newmark, and transfer track. |
| **Tunnel** | Water, magazine spur. |
| **Waltz** | Powder spur. |
| **Elayon** | Oil spur. |
| **Saugus** | Team, water, and house. |
| **Aurant** | Storage. |
| **San Pedro** | High line. |

| | |
|---|---|
| Rudell | Spur. |
| Pomona | Back team track west of Main St. Winery spur. |
| Ontario | Orange Products spur south side building. |
| Decleyville | Quarry tracks. |
| Beaumont | West end oil unloading track, Blinn Lumber spur. |
| Rockwood | Spur. |
| Brawley, El Centro, Calexico | Icing tracks or leads. |
| El Centro | Old wye. |
| Calexico | Wye. |
| Between Niland and Calexico | Industry tracks. |
| Between Indio and Yuma | Spurs; except Standard Oil, Narborn, Coachella Valley Grape Growers, ice house at Coachella; Glamis, Acolita and Ogilby. |
| Mecca | Water track beyond 100 feet east of crossing. |
| Iris | House track. |
| Knob | House track. |

Engines must not use Consolidated Rock tracks, Roscoe, beyond derails west of Radford Ave.

AC class engines must not use Bunnel or Day tracks Saugus or Wye Colton, except may use Bunnel track Saugus on west end to point not to exceed two engine-lengths east of crossover.

Engines must not pass over scale in Guasti Winery spur near east end.

Engines must not use Lime Spur, hog ranch, South Fontana.

Engines must not use Hill-Benton spur east of Walnut beyond 1300 feet from main track switch.

F and S.P. class engines may use Ojai branch at Ventura Jct. and Santa Paula branch at Montalvo providing sufficient cars are held on to, to keep engines off light rail at turnouts.

**20.** Head end passenger cars so constructed or loaded as to prevent trainmen passing through must not be handled on rear of any passenger train. Freight car or cars, must not be handled behind any car carrying passengers. The term "freight" does not include a baggage, express, or mail car, or a caboose.

Pennsylvania Ry. refrigerator cars must not be handled in blocks in freight trains; some other car must be placed between each car.

**23.** Trains and engines moving on Alameda Street, Los Angeles, must respect city traffic signals, when in operation.

## DERAILS IN MAIN TRACK

Long Beach—5 feet east of switch to Blacks Spur.

### COVINA BRANCH

Bassett—120 feet west of water tank, mile post 497.52.

Pomona—50 feet west of west line of Rebecca St., mile post 514.8.

### REDLANDS BRANCH

Crafton—163 feet west of west switch, mile post 551.1.

Redlands, 2nd Street—West end of Mill Creek bridge, mile post 547.33.

### SANDIA BRANCH

Calipatria—174 feet east of junction switch mile post 676.05.

### WESTMORELAND BRANCH

Calipatria—171 feet east of junction switch mile post 676.05.

### OJAI BRANCH

Ventura Jct.—250 feet west of junction switch.

## SPEED TABLE

| SPEED PER HOUR | 1 MILE IN MIN. SEC. | SPEED PER HOUR | 1 MILE IN MIN. SEC. | SPEED PER HOUR | 1 MILE IN MIN. SEC. | SPEED PER HOUR | 1 MILE IN MIN. SEC. |
|---|---|---|---|---|---|---|---|
| 6 | 10.00 | 24 | 2.30 | 37 | 1.37 | 49 | 1.13 |
| 8 | 7.30 | 25 | 2.24 | 38 | 1.34 | 50 | 1.12 |
| 10 | 6.00 | 26 | 2.18 | 39 | 1.33 | 51 | 1.10 |
| 12 | 5.00 | 27 | 2.13 | 40 | 1.30 | 52 | 1.09 |
| 15 | 4.00 | 28 | 2.08 | 41 | 1.27 | 53 | 1.08 |
| 16 | 3.45 | 29 | 2.04 | 42 | 1.25 | 54 | 1.06 |
| 17 | 3.31 | 30 | 2.00 | 43 | 1.23 | 55 | 1.05 |
| 18 | 3.20 | 31 | 1.56 | 44 | 1.21 | 56 | 1.04 |
| 19 | 3.09 | 32 | 1.52 | 45 | 1.20 | 57 | 1.03 |
| 20 | 3.00 | 33 | 1.49 | 46 | 1.18 | 58 | 1.02 |
| 21 | 2.51 | 34 | 1.45 | 47 | 1.16 | 59 | 1.01 |
| 22 | 2.43 | 35 | 1.42 | 48 | 1.15 | 60 | 1.00 |
| 23 | 2.36 | 36 | 1.40 | | | | |

## SPEED RESTRICTIONS

Maximum speed of any passenger train must not exceed 50 miles an hour except as otherwise provided for; maximum speed of any freight or mixed train must not exceed 35 miles an hour except as otherwise provided for.

Speed Restrictions in Miles Per Hour, Will Apply as Follows:

| Page No. | TERRITORY | PASSENGER | | | | | FREIGHT | | | LIGHT ENGINES RUNNING FORWARD | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Maximum | With E, T 26, 32, 37, 40 P.A. MT 1, 2, 3, 4, 5 G S-1 Engines and Motors | With M, T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58 MK-5, 6, 7, 8, 9, Engines | With C-2 to 10 Incl. C 18-29 Incl. F 1, 3, 4, 5, 6, AC 4, 5, 6 MM 2 AM 2 SP 1, 2, 3 Engines | With C 12, 15, 17 TW MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3 Engines | Freight and Mixed Maximum | Engines Backing | Switch Engines S-SE Type | E, P, A, Mt. 1, 2, 3, 4, 5, G S-1 | T 26, 32, 37, 40 | M, T 1, 2, 8, 9 23, 26, 31, 36, 57, 58 C 2-10 Incl. C 18-29 Incl. MK 5, 6, 7, 8, 9 F 1, 2, 3, 4, 5, 6 SP 1, 2, 3 | C 12, 15, 17 TW, MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3, 4, 5, 6 MM 2 AM 2 |
| 2, 3, 4 5, 6, 7 8, 10 | Santa Barbara and Burbank Jct.; Saugus and Yuma; Niland and Calexico; except as otherwise provided for. | 50 | 50 | 50 | 45 | 40 | 35 | 30 | 20 | 35 | 35 | 35 | 30 |
| 2, 3 | East switch Wave and distant signal west of Seacliff | 45 | 45 | 45 | 45 | 40 | 30 | 20 | 20 | 30 | 30 | 30 | 30 |
| 2, 3 | M.P. 390.84 and 391.23 | 40 | 40 | 40 | 40 | 40 | 30 | 20 | 20 | 30 | 30 | 30 | 30 |
| 2, 3 | M.P. 396.67 and 396.87 | 40 | 40 | 40 | 40 | 40 | 30 | 20 | 20 | 30 | 30 | 30 | 30 |
| 2 | Ojai Branch | 20 | | | | | 20 | 20 | 20 | | | | |
| 2 | M.P. 407 and 408 Ojai Branch | 10 | | | | | 10 | 10 | 10 | | | | |
| 2 | Burbank Branch | 25 | | | | | 20 | 20 | 20 | | | | |
| 3 | Santa Paula Branch | 30 | | | | | 25 | 25 | 20 | | | | |
| 3 | M.P. 414.06 and 414.20, Santa Paula Branch | 30 | | | | | 18 | 18 | 18 | | | | |
| 3 | M.P. 431.62 and 438.10, Santa Paula Branch | 25 | | | | | 18 | 15 | 15 | | | | |
| 3 | M.P. 439.05 and 439.41, Santa Paula Branch | 25 | | | | | 18 | 15 | 15 | | | | |
| 3 | M.P. 440.93 and 441.96, Santa Paula Branch | 25 | | | | | 18 | 15 | 15 | | | | |
| 3 | M.P. 444.20 and 444.84, Santa Paula Branch | 30 | | | | | 18 | 18 | 18 | | | | |
| 2, 3 | East switch corral track and switches west end Oxnard | 30 | 30 | 30 | 30 | 30 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 2, 3 | West end Tunnel 26 and M.P. 444.39 | 30 | 30 | 30 | 30 | 30 | 25 | 25 | 20 | 25 | 25 | 25 | 25 |
| 2, 3 | M.P. 444.39 and 462.4 via Raymer | 60 | 60 | 50 | 45 | 40 | 35 | 30 | 20 | 45 | 40 | 35 | 30 |
| 2, 3 | Over railroad Crossing, Raymer | 45 | 45 | 45 | 45 | 40 | 35 | 30 | 20 | 35 | 35 | 35 | 30 |
| 4, 5 | East switch Saugus and west Portal tunnel 25 | 40 | 40 | 40 | 40 | 40 | 25 | 25 | 20 | 25 | 25 | 25 | 25 |
| 4, 5 | West Portal Tunnel 25 and M.P. 458.14 | 30 | 30 | 30 | 30 | 30 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 4, 5 | M.P. 458.14 and M.P. 471.6 | 50 | 50 | 50 | 45 | 40 | 25 | 30 | 20 | 35 | 35 | 35 | 30 |
| 4, 5 | M.P. 458.80 and M.P. 458.94 | 40 | 40 | 40 | 40 | 40 | 25 | 25 | 20 | 25 | 25 | 25 | 25 |
| 5 | Burbank Jct. to San Fernando (westward freight trains only) | | | | | | 35 | | | | | | |
| 4, 5 | Through cross-overs, Burbank Jct. tower | 30 | 30 | 30 | 30 | 30 | 20 | 20 | 20 | 30 | 30 | 30 | 30 |
| 4, 5 | Burbank Jct. and Dayton Ave. tower | | | | | | 25 | 25 | 20 | 25 | 25 | 25 | 25 |
| 4, 5 | Glendale tower and Eastward home signal Dayton Ave. tower | 40 | 40 | 40 | 40 | 40 | | | | | | | |
| 4, 5 | Eastward home signal Dayton Ave. tower and River Sta. Tower | 25 | 25 | 25 | 25 | 25 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| 4, 5 | Through turnouts each end new main tracks Los Angeles Yard | 30 | 30 | 30 | 30 | 30 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 4, 5 | On third track Glendale tower and west lead New Yard | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| 6 | Over switch end of double track Alhambra, eastward trains | 30 | 30 | 30 | 30 | 30 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 6 | East bank line, Dayton Ave. Tower and East Bank Jct | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 6 | Over railroad crossing Bloomington | 45 | 45 | 45 | 45 | 40 | 35 | 30 | 20 | 35 | 35 | 35 | 30 |
| 6 | M.P. 537 and Colton | 30 | 30 | 30 | 30 | 30 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 6, 7 | Between outside switches Colton | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| 7 | M.P. 540 and 546.3; 589 and 599 | 50 | 50 | 50 | 45 | 40 | 25 | 25 | 20 | 35 | 35 | 35 | 30 |
| 7 | M.P. 546.3 and 589 (descending grade) | | | | | | 20 | 20 | 20 | 35 | 35 | 35 | 30 |
| 7 | M.P. 546.3-562; 568-589 | 40 | 40 | 40 | 40 | 40 | | | | | | | |
| 7 | Edom and Indio | 60 | 60 | 50 | 45 | 40 | 30 | 30 | 20 | 45 | 40 | 35 | 30 |
| 7 | Indio to Edom (westward freight trains only) | | | | | | 40 | | | | | | |
| 7 | Edom to Garnet (westward freight trains only) | | | | | | 30 | | | | | | |
| 7, 8 | Between outside switches Indio | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 20 | 25 | 25 | 25 | 25 |
| 8 | Indio and Knob | 60 | 60 | 50 | 45 | 40 | 40 | 30 | 20 | 45 | 40 | 35 | 30 |
| 8 | On curves M.P. 633.7 and 634.5; M.P. 640.6 and 641.0 | 50 | 50 | 50 | 45 | 40 | 35 | 20 | 20 | 35 | 35 | 35 | 30 |
| 8 | M.P. 684 and 695½ | 50 | 50 | 50 | 45 | 40 | 35 | 30 | 20 | 35 | 35 | 35 | 30 |
| 8 | M.P. 713 and 722 | | | | | | 35 | 30 | 20 | 35 | 35 | 35 | 30 |
| 8 | Araz Jct. through all switches and through crossovers at Araz | 30 | 30 | 30 | 30 | 30 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 8 | West switch Colordo and Yuma | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| 10 | Pasadena Branch | 15 | | | | | 15 | 15 | 15 | | | | |
| 10 | Duarte Branch | 30 | | | | | 20 | 20 | 20 | | | | |
| 10 | Over bridge 496-E just east of Arcadia | 10 | | | | | 10 | 10 | 10 | | | | |
| 10 | Covina Branch | 40 | | | | | 25 | 25 | 20 | | | | |
| 10 | Covina Branch, C Class engines | 20 | | | | | 20 | 20 | 20 | | | | |
| 10 | Chino Branch | 20 | | | | | 20 | 20 | 20 | | | | |
| 10 | San Bernardino and Riverside Branches | 35 | | | | | 20 | 20 | 20 | | | | |
| 10 | Home signals Highgrove interlocking plant | 20 | | | | | 20 | 20 | 20 | | | | |
| 11 | Redlands Branch | 25 | | | | | 20 | 20 | 20 | | | | |
| 11 | Station and wye switch on Calexico line—Niland | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |

### Speed Restrictions in Miles Per Hour, Will Apply as Follows:

| | | PASSENGER | | | | | FREIGHT | | | LIGHT ENGINES RUNNING FORWARD | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Page No. | TERRITORY | Maximum | With E, T 26, 32, 37, 40 P.A. MT 1, 2, 3, 4, 5 G S-1 Engines and Motors | With M, T 1, 2, 8, 9, 23, 28, 31, 36, 57, 58 MK-5, 6, 7, 8, 9, Engines | With C-2 to 10 Incl. C 18-29 Incl. F 1, 3, 4, 5, 6, AC 4, 5, 6 MM 2 AM 2 SP 1, 2, 3 Engines | With C 12, 15, 17 TW MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3 Engines | Freight and Mixed Maximum | Engines Backing | Switch Engines S-SE Type | E, P, A, Mt. 1, 2, 3, 4, 5, G S-1 | T 26, 32, 37, 40 | M, T 1, 2, 8, 9 23, 26, 31, 36, 57, 58 C 2-10 incl. C 18-29 incl. MK 5, 6, 7, 8, 9 F 1, 2, 3, 4, 5, 6 SP 1, 2, 3 | C 12, 15, 17 TW, MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3, 4, 5, 6 MM 2 AM 2 |
| 11 | Laguna Branch | 15 | | | | | 15 | 15 | 15 | | | | |
| 11 | Westmorland Branch | 25 | | | | | 25 | 25 | 20 | | | | |
| 11 | Over Alamo bridge, Calipatria and Rockwood | 30 | 30 | 30 | 30 | 30 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 11 | Calipatria and Sandia | 25 | | | | | 25 | 25 | 20 | | | | |
| 11 | Sandia and Holtville | 20 | | | | | 20 | 20 | 20 | | | | |
| 11 | Calexico west outside switch and international boundry line | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 20 | 25 | 25 | 25 | 25 |
| 9 | Clement Jct. and Firestone Park | 20 | | | | | 20 | 20 | 20 | | | | |
| 9 | Home signals Nadeau interlocking plant | 10 | | | | | 10 | 10 | 10 | | | | |
| 9 | Firestone Park and San Pedro | 40 | | | | | 30 | 30 | 20 | | | | |
| 9 | Thenard and Fifth St., San Pedro | 15 | | | | | 15 | 15 | 15 | | | | |
| 9 | Long Beach Branch | 40 | | | | | 25 | 25 | 20 | | | | |
| 9 | Long Beach Branch, P. E. Crossing and Anaheim Blvd | 10 | | | | | 10 | 10 | 10 | | | | |
| 9 | Opposite Station Building and crossover switches. End of D.T. Firestone Park | 15 | | | | | 15 | 15 | 15 | | | | |
| 9 | Home signals South Gate interlocking plant | 20 | | | | | 20 | 20 | 20 | | | | |
| 9 | Firestone Park and Santa Ana | 40 | | | | | 30 | 30 | 20 | | | | |
| 9 | West Anaheim and 1 mile east of Anaheim | 15 | | | | | 15 | 15 | 15 | | | | |
| 9 | Santa Ana and Dyer | 30 | | | | | 25 | 25 | 20 | | | | |
| 9 | Whittier Branch | 30 | | | | | 30 | 20 | 20 | | | | |
| 9 | Whittier Branch over Telegraph Road | 10 | | | | | 10 | 10 | 10 | | | | |
| 9 | Los Alamitos Branch | 20 | | | | | 15 | 15 | 15 | | | | |
| 9 | Smeltzer Branch | 30 | | | | | 25 | 25 | 20 | | | | |
| 10 | Tustin Jct. and Villa Park | 30 | | | | | 30 | 20 | 20 | | | | |
| 10 | Villa Park and Tustin and over bridge 513-D | 20 | | | | | 20 | 20 | 20 | | | | |

Maximum Speed for light engines running forward on branches when not otherwise shown will be same as maximum for freight trains.

### SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

| PAGE | BETWEEN | PSGR. m.p.h. | FRT. m.p.h. | Lgt. Eng. m.p.h. |
|---|---|---|---|---|
| 2, 3 | Santa Barbara | 20 | 20 | 20 |
| 2, 3 | M. P. 372 and 1410 feet East | 30 | 20 | 20 |
| 2, 3 | Ventura | 10 | 10 | 10 |
| 3 | Santa Paula | 15 | 15 | 15 |
| 4, 5 | San Fernando, over street crossings east and west of station | 25 | 25 | 25 |
| 4, 5, 6 | Los Angeles; between 25th St., River Station tower, Naud Jct. and easterly line of Main St. | 10 | 10 | 10 |
| 6 | Los Angeles, entering street intersections between easterly line of Main St. and easterly line of Valley Boulevard | 15 | 15 | 15 |
| 6 | El Monte | 20 | 20 | 20 |
| 6 | Pomona, 2640 feet each side of station | 30 | 30 | 30 |
| 6 | Ontario, 2640 feet each side of station | 25 | 25 | 25 |
| 6, 7 | Colton | 15 | 15 | 15 |
| 10 | Pasadena, Hope Street crossing M. P. 490.4 | 6 | 6 | 6 |
| 10 | Pasadena, California Street crossing M. P. 491.8 | 5 | 5 | 5 |
| 10 | La Verne, 7958 feet west and 3336 feet east of station | 40 | 25 | 25 |
| 10 | Covina Branch Pomona Jct. switch and 1161 feet west | 15 | 15 | 15 |
| 11 | Redlands, 2nd St., all street crossings | 10 | 10 | 10 |
| 10 | San Bernardino, across Second, Rialto and Mill Streets | 20 | 20 | 20 |
| 11 | El Centro, Main Street crossing | 20 | 20 | 20 |
| 11 | Calipatria, Main Street | 12 | 12 | 12 |
| 9 | Los Angeles; 25th St. and River Station Tower | 10 | 10 | 10 |
| 9 | Vernon 783 feet east of Clement Jct. and Slauson Ave., 9340 feet | 20 | 20 | 20 |
| 9 | Compton over Orange and Olive Sts. | 20 | 20 | 20 |
| 9 | Compton over Main Street | 8 | 8 | 8 |
| 9 | Santa Ana, 3208 feet west and 2132 feet east Station | 12 | 12 | 12 |

Speed restrictions for engines are shown in speed table; however, attention is called to the following maximum speeds at which tenders may be operated subject to restrictions imposed locally:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 miles an hour.

Tenders having water capacity in excess of 7,000 gallons, and including classes 70-R-1 and 70-SC-1, maximum speed 60 miles an hour.

Trains handling relief outfit main track and Santa Ana branch, 25 miles per hour; branches other than Santa Ana, 15 miles per hour.

Do not exceed 8 miles per hour entering or leaving sidings.

F and S.P. class engines must not exceed 8 miles per hour on No. 7 turnouts and all slip-switches.

F and S.P. class engines must not exceed 8 miles per hour on tracks other than main tracks, or 4 miles per hour backing through crossovers and turnouts, Santa Barbara.

C class engines must not exceed 5 miles per hour on curves and 20 miles per hour on straight track running forward or 5 miles per hour on curves and 15 miles per hour on straight track running backward on Limoneria spur (Santa Paula).

C class engines must not exceed 5 miles per hour on curves and ten miles per hour on straight track, Tapo Spur (Santa Susana).

C class engines must not exceed 12 miles per hour between Santa Ana and Dyer, Redlands, Second Street, and Crafton.

Do not exceed 8 miles per hour on curves leading to Rheems Co. and Philadelphia Quartz Co. spurs, Southgate.

Do not exceed 8 miles per hour on spur to Pasadena Orange Growers Association, Pasadena.

Engines heavier than M4 class must not exceed 8 miles per hour on sidings Duarte branch.

S.P., Mt and F class engines must not exceed 4 miles per hour on storage track Pomona, or Corral, Scale, Caboose and No. 14 tracks, Colton.

Maximum operating speeds for S.P. class engine when inside main rod has been removed:

Running under own steam........................30 M.P.H.
Being towed in train...........................30 M.P.H.

Dead or disabled engines, except S and SE Class with all rods on, or main or side rods removed, are restricted to 30 miles per hour; with main and side rods removed, to 20 miles per hour.

Dead or disabled S and SE Class engines with all rods on, or main or side rods removed, or main and side rods removed, are restricted to 20 M.P.H.

When all weight has been removed from any one pair of drivers on an engine, the speed must not exceed 20 miles an hour.

When all weight has been removed from only one wheel of a pair of drivers on an engine, the speed must not exceed 30 miles an hour.

Engines operated coupled tender to tender must not exceed speed permitted same engines running backwards.

Large loaded oil cars must not be moved to exceed 15 miles per hour on any branch, except may be moved 20 miles per hour on tangent track on Santa Paula, San Pedro, Whittier, Santa Ana, Sandia, and Westmorland branches.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains.

Speed of trains handling such cars restricted as follows: When consist includes not more than three wooden passenger carrying cars, maximum speed must not exceed 50 M.P.H. When consist includes more than three wooden passenger carrying cars maximum speed must not exceed 40 M.P.H.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

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### LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

**Employes are warned that it is dangerous to ride on top or sides of cars while passing these points and that they must protect themselves from injury.**

**Bulletins may be issued from time to time referring to impaired clearances not listed below.**

| Mile Post | BETWEEN | HEIGHT | DESCRIPTION |
|---|---|---|---|
| 441.2 | Hasson and Chatsworth | 20 ft. 2 in. | Tunnel No. 26. |
| 442.9 | Hasson and Chatsworth | 20 ft. 6 in. | Tunnel No. 27. |
| 443.9 | Hasson and Chatsworth | 20 ft. 6¾ in. | Tunnel No. 28. |
| 423.0 | Sespe and Fillmore | 21 ft. 4 in. | Sespe Creek. |
| 432.2 | Piru and Camulos | 21 ft. 4 in. | Piru Creek. |
| 481.7 | Taylor—River Sta. Tower | 21 ft. 6 in. | Footbridge. |
| 482.6 | Mission Junction—Aurant | 21 ft. 9 in. | L. A. River. |
| 547.3 | Motor Jct.-Redlands 2d St. | 19 ft. 6 in. | Mill Creek. |

| Los Angeles Yard: | Impaired: |
|---|---|
| P. E. inbound local track, Brooklyn Ave. bridge, Macy Street | Overhead |
| Califelt Co., eaves, Aurant | Side |
| Western Concrete Co., wall, Aurant | Side |
| Herberger Pickle Co., wall, Aurant | Side |
| Ventura Spur (Texaco Spur), Aurant platform | Side |
| E. Loyd Sash & Door Building, 373 E. 2nd St. | Side |
| Davies Spur, fire escape, Vernon Edler Building | Side and Overhead |
| F. Arbogast Bldg., Commercial and Market | Side |
| L. A. Warehouse, gate, Commercial and Market | Side |
| J. F. Holbrook, gate, 310 Market St. | Side |
| Roberts, Otter & Nelson Bldg., 316 Market St., platform | Side |
| Pacific Pipe Supply Co., platform, 1002 Santa Fe | Side |
| Ore Grande Co., platform, 743 Wilson St. | Side |
| International Harvester Co. Bldg., 734 Atlantic St. | Side |
| Old Market Platform, 6th Street | Side |
| Bekins Storage Co., building, 4th and Alameda | Side |
| Western Machinery Co. Bldg. and Cable, Dayton and Alhambra Ave. | Overhead |
| Paraffine Co., spur, wall, Main and Augusta Sts. | Side |
| Kerkhoff-Cuzner Lbr. Co., gate Alameda and Macy Sts. | Side |
| Peck & Hill spur, shed roof, N. Spring and Alpine | Side |
| Capitol Mill Co. Spur, gate, building entrance, N. Spring and B. & B. Yard | Side and Overhead |
| "B" Freight Shed, platform, N. Spring | Side |
| L. A. Junk Co. Spur, Roundout St. platform | Side |
| Gladden-McBean Spur, unloading dock, Alhambra Ave | Side |
| Sand Blast Shed (door), L. A. Shops | Side and Overhead |
| Track 11, 3 Leanto's Lumber Shed, L. A. Shops | Side |
| District Store Office Platform, L. A. Shop | Side |
| Sand Houses, Fire Brick Sheds, L. A. Shops | Side |
| L. A. Brewery Building, L. A. Shops, 1920 N. Main | Side |
| Foot Bridge (East and Westward main tracks, upper tracks 1, 2, 3, 4, 5 6, 7, and 15) River Station | Overhead and Side |
| Building (River Station), Standard Oil track | Side |
| Scale House (River Station), Lower Track 15 | Side |
| Hub switch stands for derails, Santa Fe Transfer tracks Bull Ring | Side |
| Fence (along track 16 L. A Passenger), 4th and 6th Alameda | Side |
| Los Angeles River Bridge, West end Midway Yard | Side |
| L. A. River Bridge, Mission Jct | Side |
| Lacy Mfg. Co., Crane Post on their spur Inside Yard | Overhead and Side |
| L. A. Warehouse, Commercial and Alameda | Side and Overhead |
| Lead to L. A. Warehouse, Market and Alameda | Side |
| Union Hdw. & Metal Co., First and Alameda | Side and Overhead |
| L. A. Ice & Cold Storage Co., Fourth Street plant | Side and Overhead |
| Oakley Paint Co. bet. Clover and Antonio Sts., Alhambra Ave., Los Angeles | Side |
| Bohnhoff Spur Buildings, Fourteenth and Alameda Sts. | Side |
| Southern California Hardwood Co., 15th and Alameda | Side |
| Cooper Lumber Co., Spur, Shed, 15th and Alameda | Side |
| Oil Well Supply Co., Steps and Crane, Alameda at Naud Jct. | Side |
| Griffin Wheel Co., Concrete platforms, Vernon | Side |

**Santa Barbara:**
Palmer Gavit private car shed...Overhead
**Ventura**—Fence and gate posts Coast Wholesale Co...Side
**Summerland**—Loading racks Seaside Oil Co...Side
**Santa Paula**—Corner of Blanchards Packing House...Side
**Santa Paula**—Pump house, siding...Side
**Saugus**—Beet loading rack on corral track...Side
**Elayon**—Standard Oil Co. filling racks...Side
**Roscoe**—Consolidated Rock Co. bunkers...Both Sides
**Roscoe**—Consolidated Rock Co. sand piles and switch stands...Side
**Wahoo**—Consolidated Rock Co. piles of rock...Side
**Wahoo**—Consolidated Rock Co. rock crusher...Side and Overhead
**Burbank**—Moreland Truck Co. spur, platforms and eaves...Side
**West Glendale**—Inner Tube Facotry...Side
**Glendale**—L. A. Basket Co. bldg...Side
**Glendale**—Tropico Potteries Bldg. and retaining wall...Side
**Canoga Park**—Stock chutes...Side
**Van Nuys**—Fence at Hammond Lumber Company spur...Side
**Oxnard**—American Beet Sugar Co.:
Track 15 beet dump...Side
Track 7, power house and scale house...Side

**Alhambra:**
Braun Iron Works...Overhead
Braun Co. inside fence...Side
Huntington Land Co. spur, fence alongside track...Side
High line west of station, guy wire on P. E. trolly pole...Side

**Pasadena:**
Ice house track, Fords Blueing Co. building...Side
Freight house platform...Side

**Monrovia:**
East of Canon Street, one telephone pole...Side
Day and Night Water Heater Co., spur, platform and roof...Side
**San Marino**—One telephone pole...Side
**El Monte**—Ross Construction Co. spur, platform and material piles...Side
**Crushton**—Switch stand on derail No. 3 between P. E. and S. P. tracks..Side
**Azusa Ave.**—Golden Orange Growers Packing House platform...Side

**Pomona:**
Stine Transfer Company...Side
Pomona Box Co...Side

**Narod:**
West Ontario Citrus Association, East and West...Side

**Ontario:**
Hickey Warehouse Co...Side
Exchange Orange Products Co., both tracks...Side and Overhead

**Chino:**
Water tank...Side
Sugar tracks No. 4 and No. 5...Side
Libby's Products...Side

**South Fontana**—Hog Farm No. 1 and No. 2...Side

**Colton:**
All loading tracks Cement Plant...Side
P. F. E. Track No. 6...Overhead and Side
Roundhouse...Side
Colton sand spur...Overhead

**San Bernardino:**
Southern Pacific Grain Co...Side
I. S. Chapman & Co...Side
P. E. Poles, Colton to San Bernardino...Side

**Highgrove:**
Stock corral...Side
Station platform...Side

**Riverside:**
Wilson & Company...Side
Riverside Foundry...Side
Union Oil Company...Side
M. J. Johnson & Co.. wholesale grocers...Side
Albers Packing House...Side

**Redlands, 2nd St.:**
Auto loading platform...Side
Lyons & Sons Packing House...Side

**Crafton:**
Krumn Manufacturing Company...Side

**Banning**—Canning Co. spur...Side
**Mecca**—Water track...Side

**Brawley:**
Shed 28...Side
Hammond Lumber Company spur...Side
Loading chute corral...Side

**Calexico:**
Mt. Signal Produce Shed Track 4...Side
**Compton**—Shed in Union Rock Co. plant...Side and Overhead
(Do not switch cars beyond this point)
**Thenard**—Advance Truck Co. Spur...Side and Overhead
(Do not use beyond gate)

**San Pedro:**
Drawbridge...Side and Overhead
S. P. Slip platform...Side
S. P. High wharf 10th Street...Side
E. K. Wood Lumber Co., fire house...Side
E. K. Wood Lumber Co., drinking fountain...Side
Consolidated Lumber Co., platforms tracks 6 and 7...Side

**Long Beach**—P. E. trolley wires across tracks at 6th and 7th Sts...Overhead
**Long Beach**—Telephone wires at Long Beach Freight House...Overhead
**San Pedro Branch**—1000 ft. west of M. P. 495, telephone wires...Overhead
**Vinvale**—Bridge 492-D (steel structure)...Side

**Whittier:**
U. P. Ry. trestle west end Citrus Assn. house...Side
Old Murphy Packing House...Side
**Norwalk**—Stock chute and Greenings warehouse...Side
**Buena Park**—Beet dump...Side
**Buena Park**—American Fruit Growers house, also low switch stands...Side

**West Anaheim:**
Schumacher Warehouse platform...Side
Anaheim Feed and Fuel Co. platform...Side

**Anaheim:**
At intersections of Los Angeles and Claudena Sts., four fifty-foot poles..Side
Valentine Fruit Co. packing house...Side
Walnut Growers Association house...Side
Lemon and Orange Growers house...Side
Adams Brower Lbr. Co. cement house...Side

**Stanton**—S. P. telegraph pole at scale...Side
**Stanton Jct.**—S. P. telegraph wires...Overhead

**Los Alamitos:**

Inside fence of Los Alamitos Sugar Company; following are impaired side clearances: one pole for power wires, R. W. post, two iron pipe posts, two posts of telltales warning of overhead impaired clearance, dirt fill for incline track, fence.

Following overhead impaired clearances inside of fence of same concern:
Los Alamitos Sugar Co., power house...Side
Stock chute...Side

**Santa Ana:**
Oil pipe at round house...Side
Railing and portion of building off Santa Fe Wye...Side
California Packing House...Side
Pipe at Chapmans Cement House...Side

**Dyer:**
Holly Sugar Co.—East and west gates...Side
Scale house...Overhead and Side
Tin warehouse...Side
Brick sugar house...Side
Pipe on post...Side
Post supporting pipe...Side
Electrical shop and rock pile...Side
Glass Factory, gates...Side
**Tustin**—David Hewes Packing House electric wire...Overhead

**McPherson:**
Consolidated Rock Co., power house...Side
Consolidated Rock Co., three chutes, five waste water pipes and bridges...Overhead
Consolidated Rock Co. Cement House, car head and two posts...Side

Open pit under and alongside track on Consolidated Rock Company Spurs at Thenard and Whittier.

Pacific Electric trolley poles between Colton and San Bernardino at Colton (on Riverside line) between "O" and Congress Sts. from P. E. transfer to seven poles east, Lone Hill and Ganesha Junction, will not clear man on side of car.

Tracks adjacent to icing platform following points have side clearance of less than 7 feet 8 inches and are restricted to service of Pacific Fruit Express which is defined as icing, heating, ventilating, unloading salt, heating appliances, fuel, storage of refrigerator cars and trains of mixed consist requiring Pacific Fruit Express platform service; Taylor, one track; Colton, tracks 6 and 7.

Following water tanks are not standard clearance: Santa Paula, Piru Pomona, Chino, Guasti, Colton, El Casco, Cabazon, Palm Springs.

Following water columns are not standard clearance: Moorpark, Palm Springs.

## SURGEONS

| LOCATION | NAME | TITLE |
|---|---|---|
| San Francisco | Dr. W. B. Coffey | Chief Surgeon and Manager |
| Los Angeles | Dr. G. S. Hall | Assistant Chief Surgeon. |
| Los Angeles | Dr. M. T. Steele | District Surgeon. |
| Los Angeles | Dr. R. W. Starr | District Surgeon. |
| Los Angeles | Dr. E. R. Watts | District Surgeon. |
| Los Angeles | Dr. A. S. Lineer | District Surgeon. |
| Los Angeles | Dr. Elmer Nelson | Visiting Physician and Surgeon. |
| Los Angeles | Dr. R. G. Stern | District Surgeon. |
| Los Angeles— | | |
| Angelus-Mesa | Dr. A. M. Anton | District Surgeon. |
| Inglewood and Hyde Park | Dr. E. D. Charland | District Surgeon. |
| Huntington Park | Dr. D. E. Stewart | District Surgeon. |
| Huntington Park | Dr. H. W. Amyes | District Surgeon. |
| Eagle Rock | Dr. Marion M. Null | District Surgeon. |
| Belvedere Gardens | Dr. J. P. Mortenson | District Surgeon. |
| Hollywood | Dr. R. W. Avery | District Surgeon. |
| Riverside Gardens | Dr. Wm. A. Dashiel | District Surgeon. |
| F. R. Strong Building 7th and Central | Dr. M. H. Burge | District Surgeon. |
| Los Angeles | Dr. Geo. H. Kress<br>Dr. Jos. Goldstein | Oculists and Aurists. |
| Santa Monica | Dr. C. E. Rooney | District Surgeon. |
| Compton | Dr. F. E. Abbott | District Surgeon. |
| Long Beach | Dr. R. G. Young | Emergency Surgeon. |
| Wilmington | Dr. W. W. Horst | District Surgeon. |
| San Pedro | Dr. J. L. Bloch | District Surgeon. |
| Downey | Dr. E. H. Welcome | Emergency Surgeon. |
| Whittier | Dr. H. P. Wilson | Emergency Surgeon. |
| Norwalk | Dr. L. J. Otis | District Surgeon. |
| Anaheim | Dr. J. L. Beebe | Emergency Surgeon. |
| Orange | Dr. Arthur J. Nies | Emergency Surgeon. |
| Santa Ana | Dr. C. D. Ball | District Surgeon. |
| Santa Ana | Dr. Dexter R. Ball | Assistant District Surgeon. |
| Westminster | Dr. R. I. Johnson | Emergency Surgeon. |
| Pasadena | Dr. Z. T. Malaby | District Surgeon. |
| Pasadena | Dr. H. T. Upshaw | Associate District Surgeon. |
| Monrovia | Dr. W. M. Briggs | Emergency Surgeon. |
| Alhambra | Dr. J. F. Hull | District Surgeon. |
| San Gabriel | Dr. C. L. Magee | Emergency Surgeon. |
| El Monte | Dr. E. D. Farrington | District Surgeon. |
| Puente | Dr. W. W. Schultz | District Surgeon. |
| Covina | Dr. J. B. Marr | Emergency Surgeon. |
| Pomona | Dr. Geo. W. Kellar | District Surgeon. |
| Pomona | Dr. H. C. Anderson | Assistant District Surgeon. |
| Chino | Dr. J. M. Swindt | District Surgeon. |
| Ontario | Dr. D. S. Gidley | District Surgeon. |
| Colton | Dr. C. F. Whitmer | District Surgeon. |
| Colton | Dr. D. B. Williams | Assistant District Surgeon. |
| San Bernardino | Dr. S. Forsythe | District Surgeon. |
| San Bernardino | Dr. C. L. Hadley | Oculist and Aurist. |
| Riverside | Dr. Thomas A. Card | District Surgeon. |
| Redlands | Dr. H. G. Hill | District Surgeon. |
| Banning | Dr. A. L. Brankamp | District Surgeon. |
| Beaumont | Dr. F. D. West | District Surgeon. |
| Indio | Nurse in charge of Emergency Hospital. | |
| Indio | Dr. Russell M. Gray | District Surgeon. |
| Indio | Dr. W. H. Blackman | Assistant District Surgeon. |
| Calipatria | Dr. J. A. Wallace | District Surgeon. |
| Westmorland | Dr. O. C. Long | Emergency Surgeon. |
| Brawley | Dr. G. C. Holleran | District Surgeon. |
| | Dr. John L. Parker | Associate District Surgeon. |
| Imperial | Dr. H. V. Gray | District Surgeon. |
| El Centro | Dr. F. W. Peterson<br>Dr. W. W. Apple | District Surgeons. |
| | Dr. M. C. Canfield | Assistant District Surgeon. |
| El Centro | Dr. H. P. Findley | Oculist and Aurist. |
| Holtville | Dr. H. B. Graeser | District Surgeon. |
| Calexico | Dr. T. E. Bartholomew | District Surgeon. |
| Calexico | Dr. A. L. Rice | District Surgeon. |
| Mexicali | Dr. E. D. Flores | District Surgeon. |
| Mexicali | Dr. Joaquin Galvan | District Surgeon |
| Yuma | Dr. C. S. Powell | District Surgeon. |
| Yuma | Dr. J. W. Stacey | District Surgeon. |
| Yuma | Dr. Donald Marchus | Asssant District Surgeon. |
| Glendale | Dr. N. C. Paine | District Surgeon. |
| Burbank | Dr. David Thomson | District Surgeon. |
| Van Nuys | Dr. Chas. B. Canby | Emergency Surgeon. |
| Canoga Park | Dr. Wm. J. Lakey | Emergency Surgeon. |
| San Fernando | Dr. R. W. Johnson | Distrct Surgeon. |
| Newhall-Saugus | Dr. E. C. Innis | District Surgeon. |
| Fillmore | Dr. Will R. Manning | District Surgeon. |
| Santa Paula | Dr. D. G. Clark | District Surgeon. |
| Saticoy | Dr. A. W. Cruden | Emergency Surgeon. |
| Moor Park | Dr. F. A. Yoakam | Emergency Surgeon. |
| Oxnard | Dr. J. W. Nielsen | District Surgeon. |
| Ventura | Dr. G. A. Broughton | District Surgeon. |
| Ojai | Dr. C. O. Drace | Emergency Surgeon. |
| Carpinteria | Dr. T. M. Shorkley | Emergency Surgeon. |
| Santa Barbara | Dr. Chas. S. Stevens | District Surgeon. |
| Santa Barbara | Dr. Kent R. Wilson | Assistant District Surgeon. |
| Santa Barbara | Dr. A. B. Steele | Associate District Surgeon. |
| Santa Barbara | Dr. Wm. J. Mellinger | Aurist. |
| Santa Barbara | Dr. W. H. Johnston | Oculist. |

**Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.**

## HOSPITALS

General Hospital—San Francisco, Cal.
Division Hospital—White Memorial Hospital, Los Angeles, Cal.
Emergency Hospitals—S. P. Emergency Hospital, East Los Angeles, Cal.
S. P. Emergency Hospital, Indio, Cal.

# RATING OF ENGINES—LOS ANGELES DIVISION—IN MS. OF 1000 LBS. BACK OF TENDER.

| NOMINAL CLASS | OFFICIAL CLASS | ENGINE NUMBERS | Boiler Pressure | Los Angeles to Ontario | Alhambra to Puente, Ontario to Colton | Colton to Los Angeles | Bloomington to Savanna, Stoneman to Alhambra | Colton and Indio | Indio to Yuma | Yuma to Indio | Indio and Niland Amos and Knob | Niland and Araz Jct. via Inter-California Railway Line | Los Angeles to Saugus | Saugus to Los Angeles | Los Angeles and Santa Barbara via Oxnard |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| M— 4 | M—63 20/28 126 | 1615 to 1719 | 190 | 1600 | 3450 | 1850 | 3350 | 940 | 2250 | 2100 | 3300 | 2900 | 730 | 820 | 1700 |
| M— 4 | M—63 20/28 128-S | | | | | | | | | | | | | | |
| M— 4 | M—63 20/28 135-S | | | | | | | | | | | | | | |
| M— 6 | M—63 21/28 150-S | 1720 to 1803 | 200 | 2000 | 4250 | 2300 | 4150 | 1200 | 2800 | 2600 | 4050 | 3600 | 930 | 1000 | 2150 |
| M—6, 8 | M—63 21/28 159-S | | | | | | | | | | | | | | |
| M— 9 | M—63 21/28 150-S | 1804 to 1822, 1828 to 1831 | 210 | 2100 | 4500 | 2450 | 4300 | 1250 | 2900 | 2750 | 4300 | 3800 | 990 | 1100 | 2250 |
| M—11 | M—63 21/28 153-S | | | | | | | | | | | | | | |
| P—1, 3, 5 | P—77 22/28 141-S | 2400 to 2452 | 210 | 1800 | 4200 | 2100 | 4050 | 1000 | 2550 | 2350 | 3750 | 3350 | 800 | 890 | 1950 |
| P— 4 | P—77 23/28 155/B,58-SF | 2400 to 2437 | 210 | 2050 | 4600 | 2400 | 4350 | 1150 | 3050 | 2850 | 4300 | 3800 | 900 | 1000 | 2250 |
| P— 6 | P—77 25/28 172-S | 2453 to 2458 | 200 | 2250 | 5200 | 2600 | 5100 | 1300 | 3200 | 2950 | 4650 | 4150 | 1000 | 1150 | 2500 |
| P— 7 | P—73 25/28 171-S | 2476, 2477 | 200 | 2400 | 5450 | 2800 | 5400 | 1400 | 3400 | 3150 | 4950 | 4400 | 1100 | 1250 | 2650 |
| P—10 | P—73 25/30 181-SF | 2478 to 2483 | 200 | 2500 | 5600 | 3000 | 5450 | 1450 | 3600 | 3300 | 5200 | 4650 | 1100 | 1250 | 2750 |
| P—10 | P—73 25/30 183-B,63-SF | 2484 to 2491 | 200 | 2600 | 5600 | 3100 | 5750 | 1450 | 3900 | 3600 | 5400 | 4850 | 1100 | 1250 | 2850 |
| P—12 | P—73 27/28 189-SF | 3120 to 3129 | 190<br>205 | 2600 | 6050 | 3050 | 5450 | 1500 | 3700 | 3450 | 5450 | 4850 | 1200 | 1350 | 2950 |
| P—12 | P—73 26/28 189-SF | | | | | | | | | | | | | | |
| C—9, 10 | C—57 22/30 200-SF | 2513 to 2599, 2750, 2752 to 2860 | 210 | 2550 | 5300 | 2950 | 5200 | 1500 | 3600 | 3300 | 5200 | 4600 | 1200 | 1300 | 2700 |
| C—9, 10 | C—57 22/30 194-S | | | | | | | | | | | | | | |
| C— 8 | C—57 22/30 192-S | 2698 to 2749, 2751 | | | | | | | | | | | | | |
| C— 5 | C—57 22/30 187-S | 2624 to 2679 | | | | | | | | | | | | | |
| C— 5 | C—57 22/30 185-S | 2680 to 2693 | | | | | | | | | | | | | |
| T—28, 31 | T—63 22/28 162-S | 2311 to 2362 | 210 | 2300 | 4850 | 2700 | 4700 | 1350 | 3250 | 3000 | 4700 | 4150 | 1050 | 1200 | 2450 |
| Mk—7, 8, 9 | Mk—63 29/30 247-S | 3300 to 3324 | 176 | 3550 | 7450 | 4100 | 7200 | 2100 | 4950 | 4550 | 7200 | 6350 | 1650 | 1850 | 3750 |
| Mk—7, 8, 9 | Mk—63 29/30 257-SF | | | | | | | | | | | | | | |
| F— 1 | F—63 27½/32 273-S | 3611 to 3652 | 200 | 3750 | 7750 | 4350 | 7600 | 2250 | 5250 | 4850 | 7600 | 6700 | 1750 | 1950 | 3950 |
| F—4, 5 | F—63 29½/32 306-B,61-SF | 3668 to 3763 | 200 | 4500 | 8850 | 5350 | 8000 | 2700 | 6600 | 6050 | 11000 | 8000 | 2100 | 2300 | 4800 |
| F— 5 | F—63 29½/32 306-B,62-SF | 3764 to 3768 | | | | | | | | | | | | | |
| Mt—1,3,4,5 | Mt—73 28/30 246-B,60-SF | 4300 to 4376 | 210 | 3500 | 7450 | 4100 | 7250 | 2050 | 5250 | 4850 | 8800 | 6500 | 1600 | 1800 | 3850 |
| SP— 1 | SP—63 $\frac{25}{28-32}$ 316-B,60-SF | 5000 to 5015 | 225 | 5200 | 10500 | 6200 | 9000 | 2900 | 7400 | 6950 | 11900 | 9000 | 2450 | 2700 | 5500 |
| SP—2, 3 | SP—63 $\frac{25}{28-32}$ 317-B,61-SF | 5016 to 5048 | | | | | | | | | | | | | |
| AC—1, 2, 3 | AC—57 $\frac{22-22}{30}$ 441-SF | 4000 to 4048 | 210 | 4800 | 9950 | 5550 | 9750 | 2850 | 6700 | 6200 | 11900 | 8600 | 2250 | 2450 | 5050 |
| AC— 4 | AC—63 $\frac{24-24}{32}$ 475-SF | 4100 to 4125 | 235 | 6750 | 13900 | 7800 | 12000 | 4000 | 9450 | 8700 | 16500 | 12000 | 3200 | 3500 | 7150 |
| AC— 5 | AC—63 $\frac{24-24}{32}$ 483-SF | | | | | | | | | | | | | | |
| | | Allowance for Empty and Underloaded Cars: Less than 40 Ms | | 3 | 3 | 3 | 3 | 3 | 6 | 6 | 6 | 6 | 3 | 3 | 6 |
| | | 40 Ms to 50 Ms | | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 3 | 0 | 0 | 3 |
| | | More than 50 Ms | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

### MILEAGE

#### Main Lines

| | | | | |
|---|---|---|---|---|
| Saugus to Yuma | S. P. R. R. | | 282.54 | |
| Santa Barbara to Burbank | S. P. R. R. | | 93.45 | |
| Inter-California Ry. | I. C. Ry | Niland to Calexico | 41.70 | |
| | | Cantu to Araz Jct. | 2.71 | |
| Total Main Lines | | | | 420.40 |

#### Branches

| | | | | | |
|---|---|---|---|---|---|
| Burbank | S. P. R. R. | Burbank to Chatsworth Junction | | 20.74 | |
| Chino | S. P. R. R. | Pomona to Ontario | | 9.86 | |
| Covina | S. P. R. R. | Bassett to Pomona | | 17.40 | |
| Declezville | S. P. R. R. | South Fontana to Declezville | | 1.65 | |
| Duarte | S. P. R. R. | Alhambra to Rivas | | 13.96 | |
| Laguna | S. P. R. R. | Colorado to Potholes | | 12.28 | |
| Long Beach | S. P. R. R. | Thenard to Long Beach | | 2.59 | |
| Los Alamitos | S. P. R. R. | West Anaheim to Los Alamitos | | 10.23 | |
| Smeltzer | S. P. R. R. | Stanton Jct. to Wiebling | | 7.78 | |
| Ojai | S. P. R. R. | Ventura Jct. to Ojai | | 15.16 | |
| Pasadena | S. P. R. R. | Alhambra to Pasadena | | 4.76 | |
| Redlands | S. P. R. R. | Bryn Mawr to Greenspot | | 8.94 | |
| San Bernardino & Riverside | S. P. R. R. | San Bernardino to Riverside | | 11.75 | |
| Sandia | I. C. Ry | Calipatria to Near Holtville | 27.46 | | |
| | H. I. Ry | Near Holtville to El Centro | 9.73 | 37.19 | |
| San Pedro | S. P. R. R. | Los Angeles to Pt. Firmin | 25.66 | | |
| | L.A.& S.L.R.R. | At Los Angeles | 7.30 | | |
| | P. E. Ry | At San Pedro | .03 | 32.99 | |
| Santa Ana | S. P. R. R. | Firestone Park to Dyer | | 33.94 | |
| Santa Paula | S. P. R. R. | Montalvo to Saugus | | 45.42 | |
| Tustin | S. P. R. R. | Tustin Junction to Tustin | | 10.64 | |
| Westmorland | I. C. Ry | Calipatria to Westmorland | | 12.79 | |
| Whittier | S. P. R. R. | Studebaker to Whittier | | 5.91 | |
| Total Branches | | | | | 315.98 |
| Total Los Angeles Division | | | | | 736.38 |

**Note:** Ratings of through trains East will be those shown in Column No. 1, Los Angeles to Ontario, for the entire district Los Angeles to Colton, to avoid filling out at Ontario.

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"M"—Moguls
"TW"—Twelve-wheelers
"Mk"—Mikado
"E"—Eight-wheelers
"P"—Pacific Type

Example—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

Rating of engines entering Los Angeles from Firestone Park Subdivision is 10 per cent additional to rating Indio to Yuma.

### TRAINMASTERS

E. J. KELLUM.............Los Angeles Yard
B. W. MITCHELL...........Los Angeles Yard
H. W. MAXWELL......................Indio

### TERMINAL TRAINMASTERS

G. E. DONNATIN...........Los Angeles Yard
J. W. PERRY..........................Indio

### ASSISTANT TRAINMASTERS

T. W. CARDWELL................Los Angeles
A. S. McCANN.......................Calexico

### CHIEF TRAIN DISPATCHER

J. A. DAY.....................Los Angeles

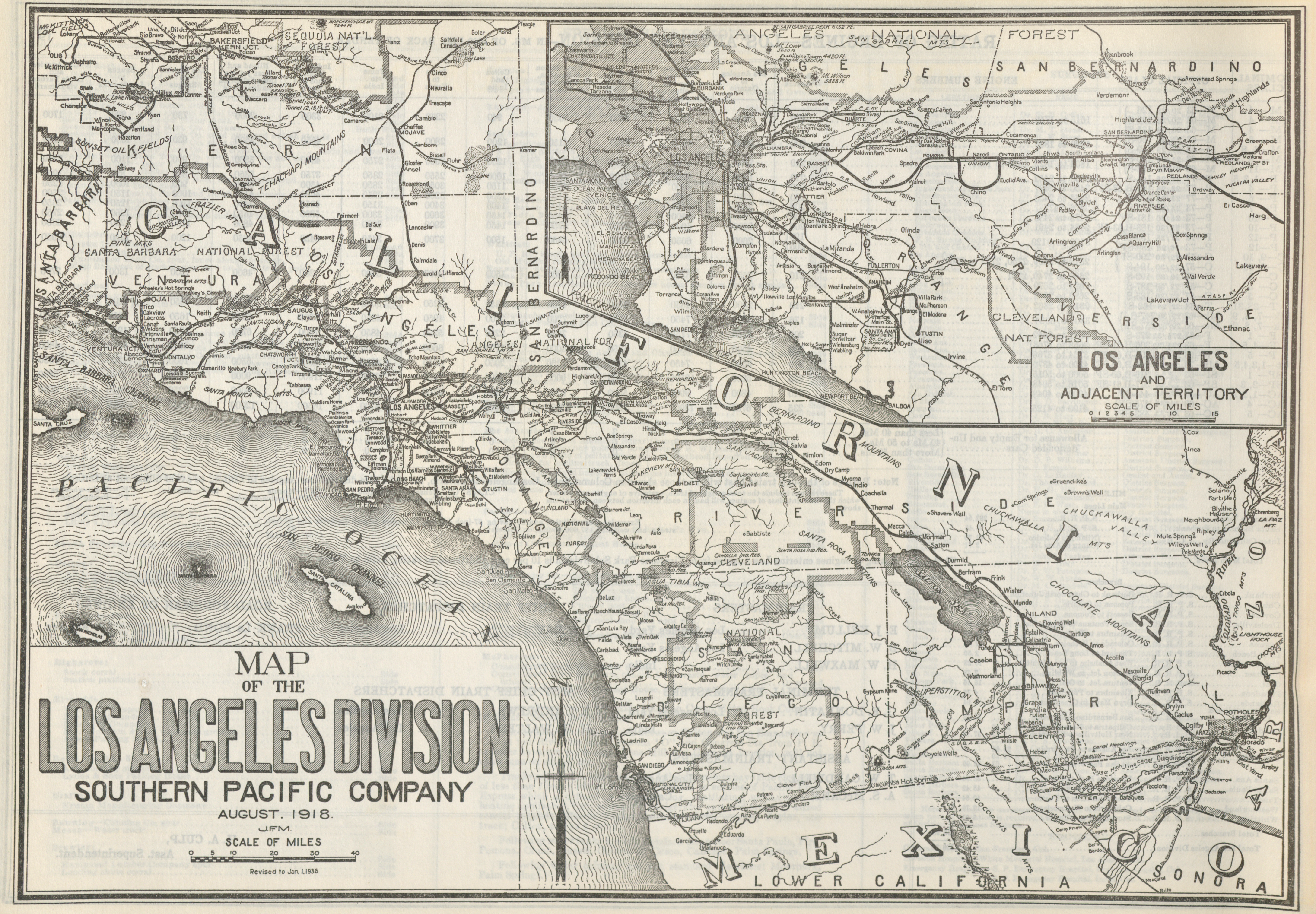
### ASST. CHIEF TRAIN DISPATCHERS

L. J. ANDREWS................Los Angeles
H. W. WALTERS...............Los Angeles

### ROAD FOREMAN OF ENGINES

FRANK La FOND.............Los Angeles

H. A. CULP,
Asst. Superintendent.


LOS ANGELES
AND
ADJACENT TERRITORY
SCALE OF MILES
0 1 2 3 4 5 10 15
ANGELES NATIONAL FOREST
SAN BERNARDINO
LOS ANGELES
ORANGE
RIVERSIDE
CLEVELAND NAT. FOREST
SEQUOIA NAT'L FOREST
BAKERSFIELD
KERN
SUNSET OIL FIELDS
McKITTRICK OIL FIELDS
TEHACHAPI MOUNTAINS
SANTA BARBARA
SANTA BARBARA NATIONAL FOREST
VENTURA
CALIFORNIA
ANGELES NATIONAL FOR.
SAN BERNARDINO MOUNTAINS
SAN JACINTO MOUNTAINS
SANTA ROSA MOUNTAINS
CHUCKAWALLA VALLEY
CHOCOLATE MOUNTAINS
SALTON SEA
IMPERIAL
SAN DIEGO
NATIONAL FOREST
CLEVELAND
PACIFIC OCEAN
SANTA BARBARA CHANNEL
SAN PEDRO CHANNEL
SANTA CATALINA
Avalon
SANTA CRUZ
LONG BEACH
SAN PEDRO
PASADENA
COLTON
RIVERSIDE
INDIO
YUMA
EL CENTRO
CALEXICO
TIJUANA
COLORADO RIVER
ARIZONA
MEXICO
LOWER CALIFORNIA
SONORA

# MAP
## OF THE
# LOS ANGELES DIVISION
## SOUTHERN PACIFIC COMPANY

AUGUST. 1918.

J.F.M.

SCALE OF MILES

0 5 10 20 30 40

Revised to Jan. 1, 1936